EIGHT TRAFFIC ISSUE

Industrial shippers outline the **types of TOFC** they would like . . . . . p. 39

November 26, 1962

RAILWAY AGE WEEKLY

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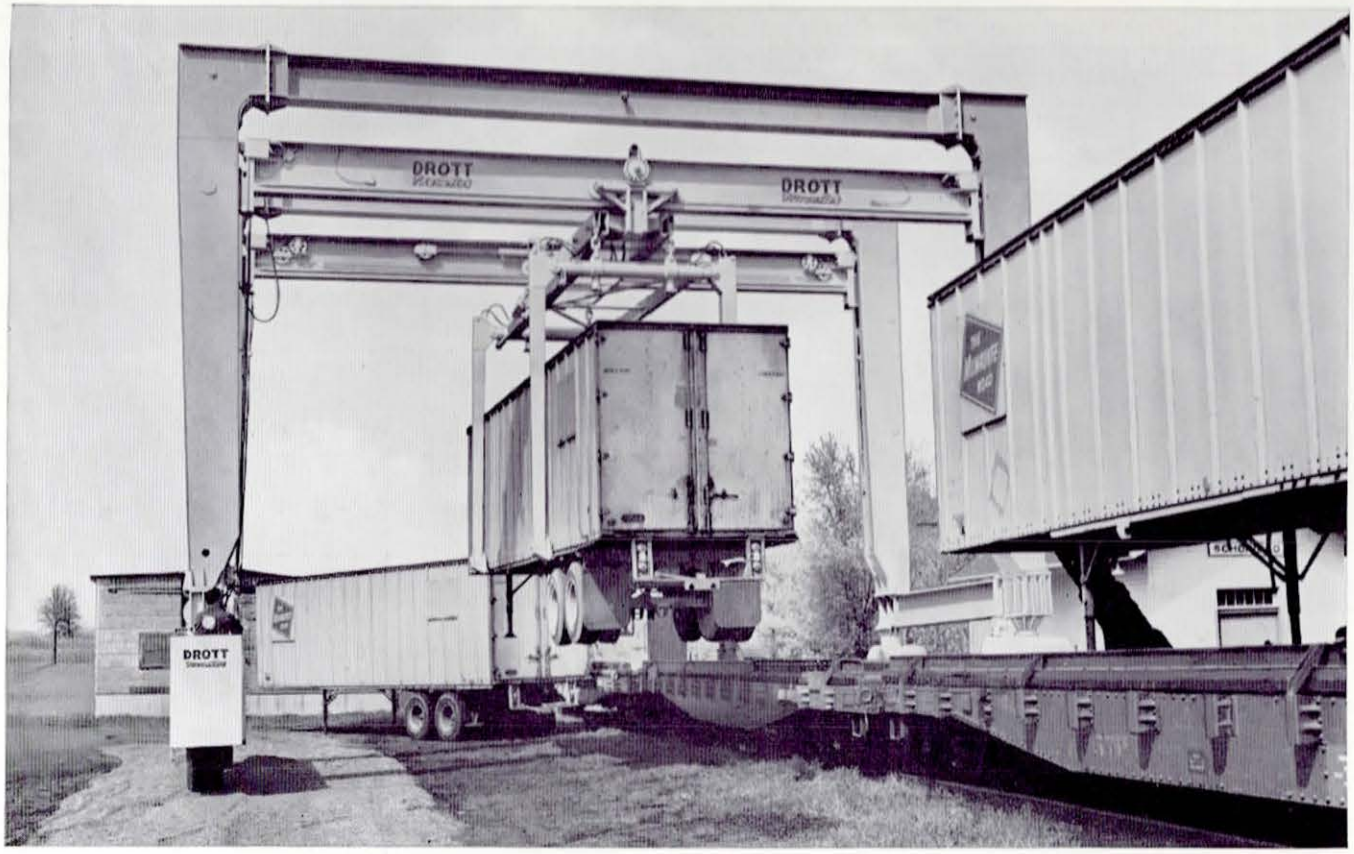

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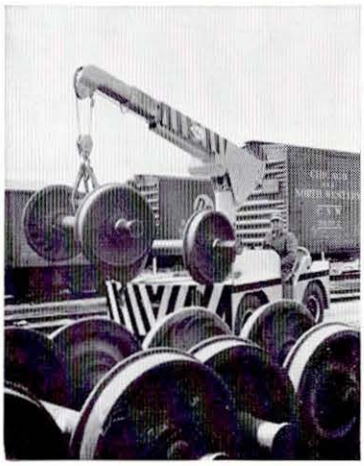

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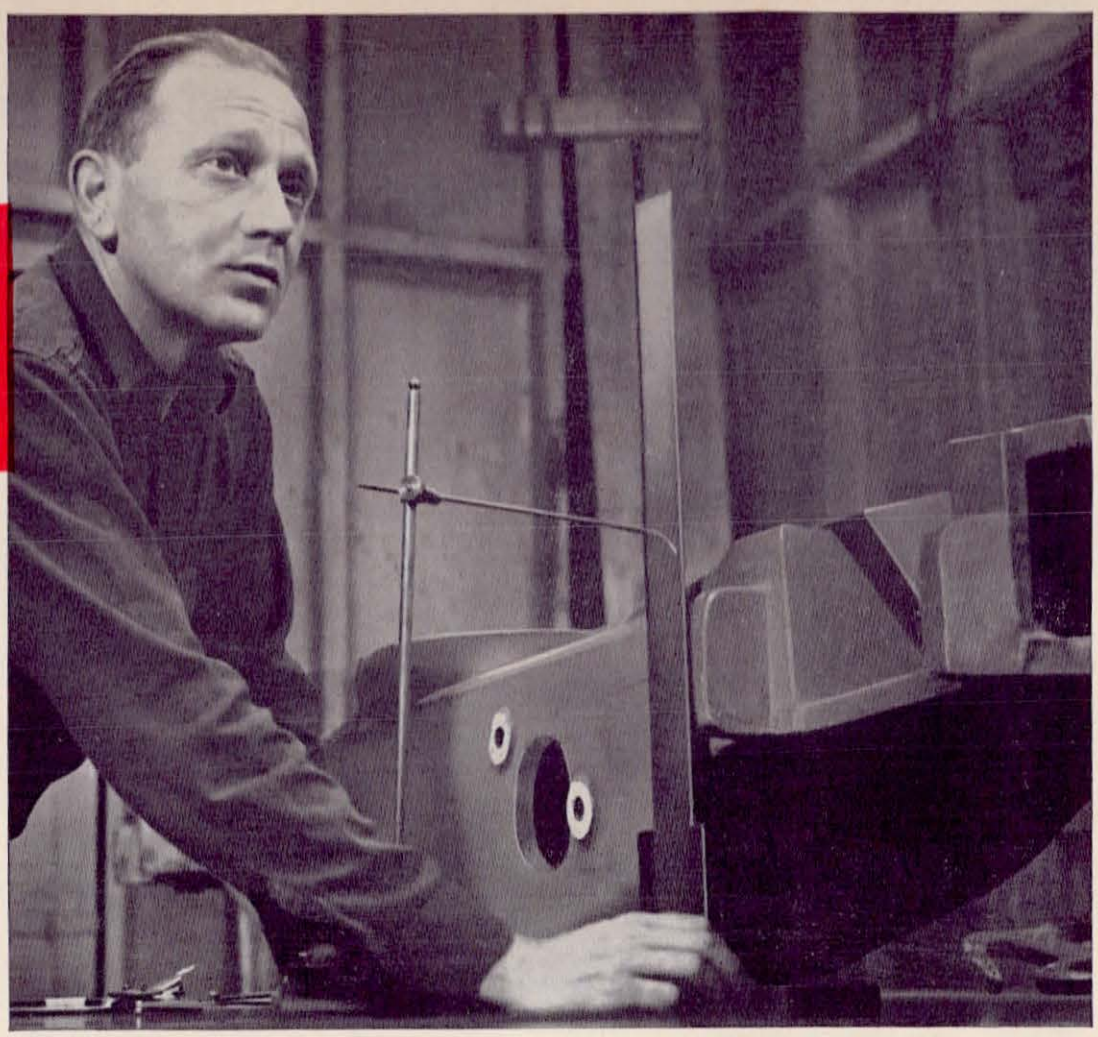

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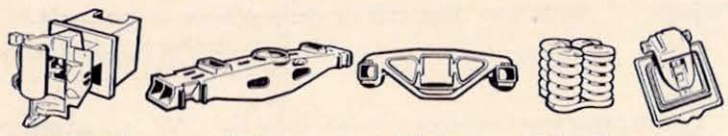

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RAILWAY AGE WEEK AT A GLANCE

November 26, 1962 • Vol. 153, No. 22

Rails reorganize to boost earnings

Illinois Central is the newest—and biggest—convert to the diversification movement. Aim is to beef up profits by diversifying into non-transport fields p.9

What shippers want in TOFC service

Respondents to this month's Traffic Poll indicate that fewer piggyback "plans" and variations would meet the requirements of some users of TOFC service p.39

Burlington gets 100 new three-way trailers

The versatile units, now being delivered by Highway Trailer, can be used in conventional TOFC, rail-highway container, or line-haul highway service p.76

Mobile containers cut costs for REA

The steel-wire containers combine maximum capacity-to-weight ratios with high strength and mobility for small and medium-size packages p.86

How the MP lays long rail

Here's one road's solution to the problem of pulling two long strings of welded rail simultaneously off a rail train and snaking it out over new ties p.89

SPECIAL REPORT

Piggyback on trial ..... p. 13
The ICC takes a second look ..... p. 14
Why shippers like TOFC ..... p. 14
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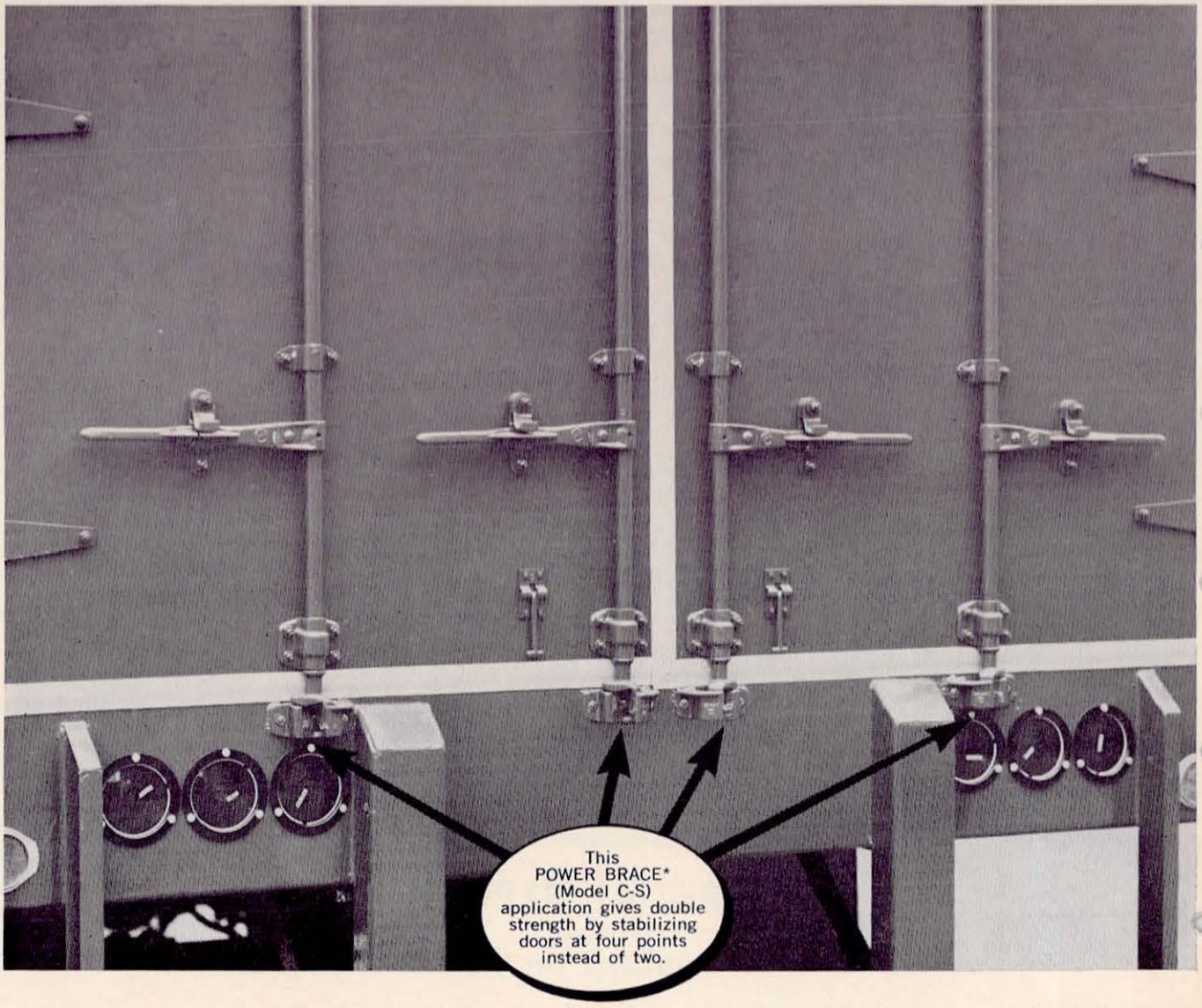

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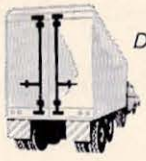

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RAILWAY AGE WEEK AT A GLANCE

Eastern markets to get 'coal by wire'

A new $350-million mine-mouth power transmission project planned by 18 private electric companies could have far-reaching effects on coal-carrying roads p.105

NITL seeks intermodal accord

The League has called for "prompt, amicable solution" of disagreements on new transport legislation, and an end to "propaganda campaigns" p.116

The Action Page—NIT League emboldened

The National Industrial Traffic League is taking on its rightful role of leadership in insisting upon rationality in national dealing with transportation problems p.122

Short and Significant

Net income of Class I railroads . . .

for this year's first nine months is now officially estimated at $296 million, compared with $184 million in the corresponding 1961 period. This is slightly above earlier estimates.

Third-quarter earnings . . .

are estimated at $125 million this year, compared with 1961's $123 million. Railroad rate of return for the 12 months ended Sept. 30 was 2.39%, according to the AAR.

Orders for 29,290 new freight cars . . .

were placed during the first 10 months of 1962, according to the American Railway Car Institute. October orders were for 4,436 cars—highest since last January.

Current Statistics

Operating revenues		Carloadings revenue freight	
9 mos., 1962	$7,035,376,998	45 wks., 1962	25,192,161
9 mos., 1961	6,771,076,465	45 wks., 1961	24,889,638
Operating expenses		Freight cars on order	
9 mos., 1962	5,545,479,320	Nov. 1, 1962	12,159
9 mos., 1961	5,426,373,777	Nov. 1, 1961	10,297
Taxes		Freight cars delivered	
9 mos., 1962	768,935,690	10 mos., 1962	32,451
9 mos., 1961	735,208,175	10 mos., 1961	27,093
Net railway operating income		Serviceable cars	
9 mos., 1962	430,294,601	Oct. 1, 1962	1,435,250
9 mos., 1961	316,265,358	Oct. 1, 1961	1,468,584
Net income estimated		Cars awaiting repairs	
9 mos., 1962	296,000,000	Oct. 1, 1962	131,615
9 mos., 1961	184,000,000	Oct. 1, 1961	152,349

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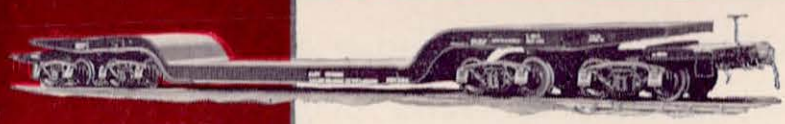

BUCKEYE EIGHT-WHEEL TRUCK INSTALLATION ON 175-TON CAPACITY DEPRESSED-CENTER CAR

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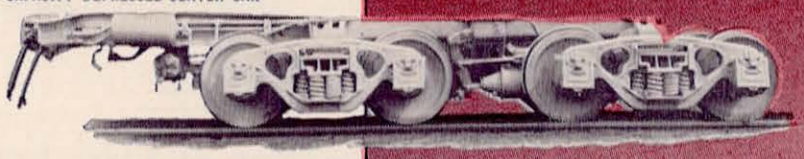
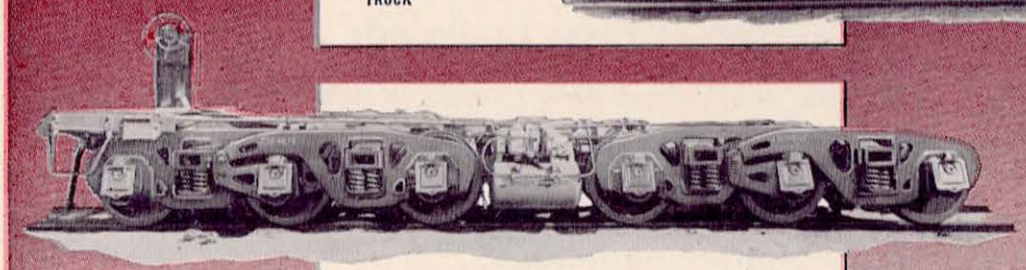
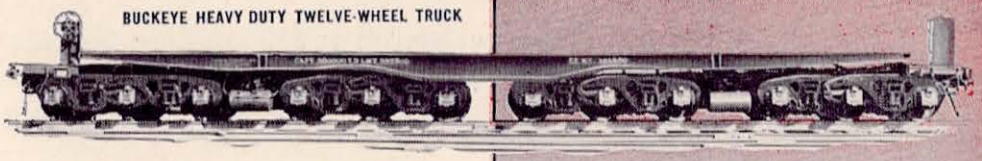




BUCKEYE HEAVY DUTY TWELVE-WHEEL TRUCK



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DIVERSIFICATION

Rails Reorganize To Boost Earnings

A growing number of railroad stockholders are going to wind up with more than just a share of ownership of a railroad for their investment—because an increasing number of railroads are turning themselves into diversified industrial enterprises.

This is not the diversification aimed at in such programs as the "Magna Carta for Transportation"—which would provide a balanced transport service by any or all modes under one management. It is, however, an effort—broadly based—to provide new sources of income and to strengthen the economic bases of railroad companies.

The trend, now becoming clearer, is toward reorganization to set up holding companies to own railroads—and to diversify, free of the restrictions limiting pure railroad diversification.

Minneapolis & St. Louis and Bangor & Aroostook started it off. Kansas City Southern is in position to move down the same path. And last week, the movement produced its newest—and biggest—convert: Illinois Central. IC has set up a new Delaware corporation, Illinois Central Industries, Inc., as a general corporation to take over the railroad and allow "expansion of its business activities."

Illinois Central Industries filed with the Securities and Exchange Commission a registration statement asking approval for issuance of 3,135,415 shares of stock, which would be exchanged (on a one-for-one basis) for the 3,135,415 outstanding shares of railroad stock.

The statement noted that "for some time, management has been studying the desirability of diversification to provide a broader earnings base and to develop additional sources of income. The purpose of the exchange offer is to implement a major step in the plan for such diversification."

Thus far, Illinois Central Industries hasn't decided what "type or kinds" of business it may enter. Like KCS, it's setting up the machinery for diversification—and specific moves may come later.

Several indications, general and specific, point to stepped-up rail activity in diversification through holding companies. Some observers think rail stocks can become more attractive if the investment is broader-based. Some see limitations on future railroad growth and are inclined to install the rail operation as the backbone of a parent company which could move, flexibly, into areas where the growth potential seems brighter.

Several roads are known to be giving a hard look at holding-company possibilities—among them Chicago & North Western, which is "actively considering" such a proposal and has been for about a year.

While most plans are in the study stage, Bangor & Aroostook is closing out its second full year as a holding-company operation (Bangor & Aroostook Corporation was formed in 1960 and now owns more than 98% of the BAR railroad's stock, plus three other companies acquired in 1961-62).

BAC is working under the handicap of reduced earnings—63 cents per share for the first nine months of 1962, compared to $1.33 per share for the period last year (with '61 earnings restated to include two recent acquisitions). But BAC management is convinced of two points: It's avoided making mistakes; and its component companies offer strong potential for future growth. BAC expected better results from 1962. But the feeling in Bangor, Me., is that "1963 will be OK—it looks as if the income we expected in '62 has just been deferred to next year."

BAC has diversified broadly—from both a product-line and a geographic

Diversification: It Can Be Dangerous

More than one company has found expansion only a prelude to retrenchment—because growth came too fast, went too far and spilled over into too many fields. When Bangor & Aroostook Corporation went into business, it determined to avoid making those mistakes. BAC set up—and has followed—four criteria in making acquisitions:

- Per-share earning of the corporation must not be diluted.
- The company being acquired must show prospects for reasonable growth.
- If possible, some of the companies acquired should have a degree of public ownership, which would give the corporation wider distribution of its stock.
- The company being acquired "must have a management which is of proven ability and anxious to stay 'in the family'."

Most observers regard the fourth condition as perhaps the most critical one. They shudder at the thought of acquiring, for example, a family-run company in a situation where the old owners decide to retire and live off the proceeds of the sale of their business—leaving what is basically a railroad management team holding the reins of a company whose products, problems and procedures are totally different.

In each acquisition, though, BAC has avoided the management problem. Existing management has stayed on: "We insisted on it." And, for the future, BAC is banking on development of a pool of management talent, mostly from the ranks of acquired companies (including the railroad).

WATCHING WASHINGTON WITH WALTER TAFT

• **THE SOO LINE'S FIGHT** for approval of guaranteed rates will go on, despite the ICC's denial of that road's petition for reconsideration of the Commission's adverse decision. That decision, in I&S No. 7151, was a 6-to-5 ruling, which not only condemned the Soo rate in issue. It also served general notice that present provisions of the Interstate Commerce Act preclude approval of any contract rates or agreed charges (RA, Jan. 22, p. 18). The rate in issue was a charge of $10.05 per net ton, carload minimum 80,000 lb., on wrought iron or steel pipe or tubing shipped from Sault Ste. Marie, Ont., to Chicago. It was available to shippers who agreed to ship 90% of their Sault Ste. Marie-Chicago pipe tonnage by rail.

AN ABOUT-FACE on reconsideration has been executed by the Commission. On June 7, it issued an order reopening the case. On Nov. 15 it vacated that order and discontinued the case. The discontinuance was based on a finding that the issues had become moot with the cancellation, effective Feb. 23, of the rate involved.

SOO'S REACTION is understood to be a feeling that the dismissal order reflected an approach which is unduly technical. It's true that the rate in issue was cancelled, but only because the Commission's adverse decision required cancellation. There was no stay of the order implementing that decision when Soo filed its petition for reconsideration.

MOREOVER, nothing about the cancellation was said in the Commission's reopening order of June 7, which came more than three months later. And it was five more months before the present discontinuing order came along. The latter, in effect, tells Soo that its eight-months-old compliance with the adverse decision precludes Commission reconsideration thereof.

SOO STILL THINKS the case deserves reconsideration on its merits. It plans to file a new petition asking for another reopening for that purpose.

• **ALARM-SOUNDING REQUIREMENTS** won't be added to the ICC's tariff-publishing rules, as requested by the Railway Labor Executives' Association (RA, Feb. 12, p. 10). The Commission has denied RLEA's petition asking for several amendments to Rule 33, which governs the construction and filing of freight tariffs.

THE REJECTED PROPOSALS would have applied to tariffs published to abandon or curtail freight services. They would have included requirements calling for posting of narrative material explaining the intended effect of the tariff, and publication of such material along with the tariff in newspapers circulating in affected communities. The basis of RLEA's plea was a contention that it was often unaware of the "true meaning of innocuous appearing tariff amendments" until the time for filing protests had elapsed.

• **CORRECTION:** This column's report on the ICC's reconsideration of its railroad depreciation rules (RA, Nov. 12, p. 10), was in error about President Kennedy's tax-credit plan. It should have said the plan provides generally that as much as 7% of a company's expenditures for new facilities may be offset against its tax liability. Also, income-tax matters are now handled by the Internal Revenue Service, successor to the Bureau of Internal Revenue, which was referred to in the same column and then incorrectly identified by initials as the BRE instead of BIR.

standpoint. It now owns a commercial loan company (with two subsidiaries), a pleasure-boat builder (with one subsidiary) and a capital-goods, engineering-construction firm with operations in San Francisco and Cleveland. New acquisitions are constantly under study—three possibilities are being watched at the moment—but a BAC spokesman said it's unlikely the company will make any additional moves before the end of the year.

Only MSL Industries, Inc., has gone farther in diversifying—and MSL went all the way, so far as railroad operations are concerned. MSL's predecessor was the Minneapolis & St. Louis Railway—and its railroad properties were sold, lock, stock and baggage cars, to the Chicago & North Western in 1960.

Since then, MSL—being run by the same board of directors that once ran the railroad—has bought seven companies and merged with an eighth.

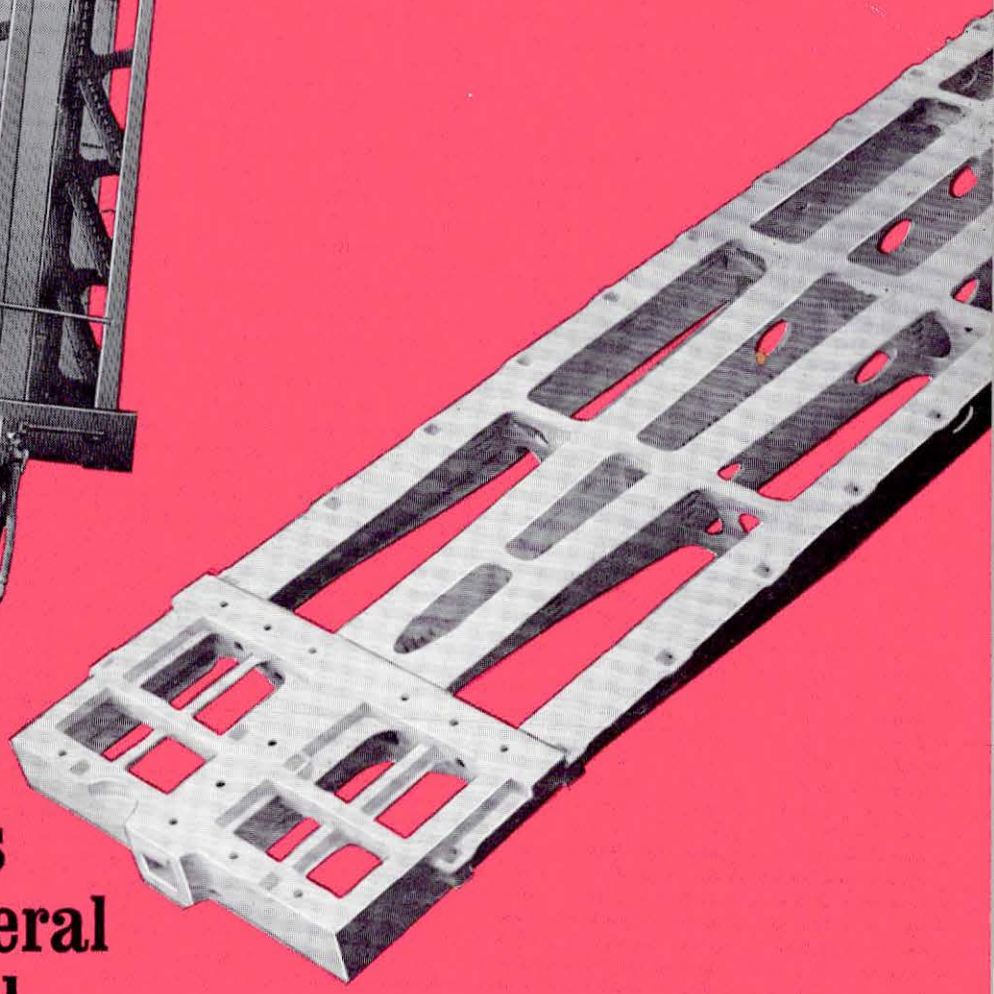
Kansas City Southern, which became 90% controlled by a holding company earlier this year, hasn't moved into non-rail fields as yet. President W. N. Deramus, III, said Kansas City Southern Industries is not committed to acquire any company, nor is it actively seeking any new acquisition now.

Diversification of a sort is nothing new to railroads. A number of carriers have trucking subsidiaries or "land" or "development" companies. Subsidiary holdings of timber, oil, gas and coal lands are common. Several roads are in the pipeline business, either through subsidiaries or through stock ownership arrangements. Some companies were set up originally with more than one purpose in mind—e.g., Delaware & Hudson, chartered in 1823 and authorized to engage in mining and selling coal and operating a canal and a railroad (D&H last year moved to broaden and modernize its charter provisions by incorporating a new Delaware & Hudson Company in Delaware).

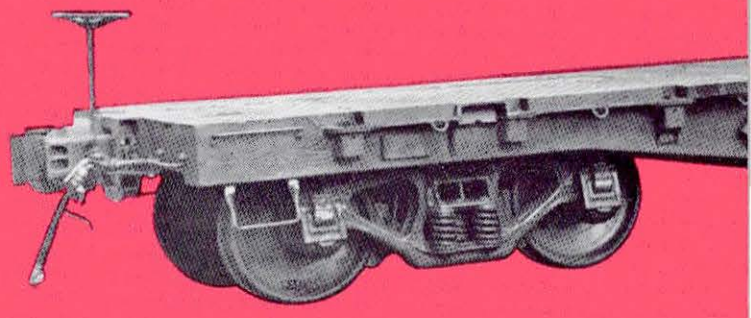
Illinois Central itself has interests in more than a dozen rail-related companies and has been actively pursuing railroad consolidation studies. (IC has pending a bid to acquire control of Chicago & Eastern Illinois and is studying merger with Gulf, Mobile & Ohio. Neither situation is expected to be affected by the new diversification move.)

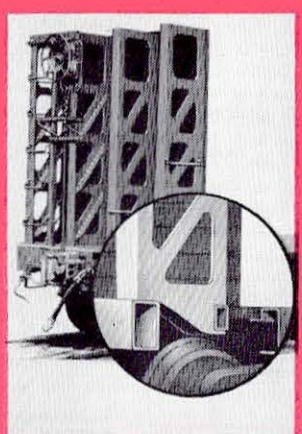
The main problems of diversification have been legal ones.

Railroads are now barred—with certain limited exceptions—from owning other forms of transportation (though truckers are free to operate railroads and barge lines, barge lines can own any mode except airlines and airlines are free to own and operate any form of transportation).



This General Steel underframe gives you two cars in one...





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PIGGYBACK ON TRIAL

Piggyback is growth.

Its gains over the past seven years border on the fantastic.

Its potential stretches the imagination (as well as the copy-writer's vocabulary).

Piggyback — the workable coordination of rail long-haul economy and truck short-haul flexibility — has been the transportation story of the decade.

But one decade is only a beginning—IF participating railroads, truckers and shippers retain the freedom to experiment that has characterized piggyback's early years.

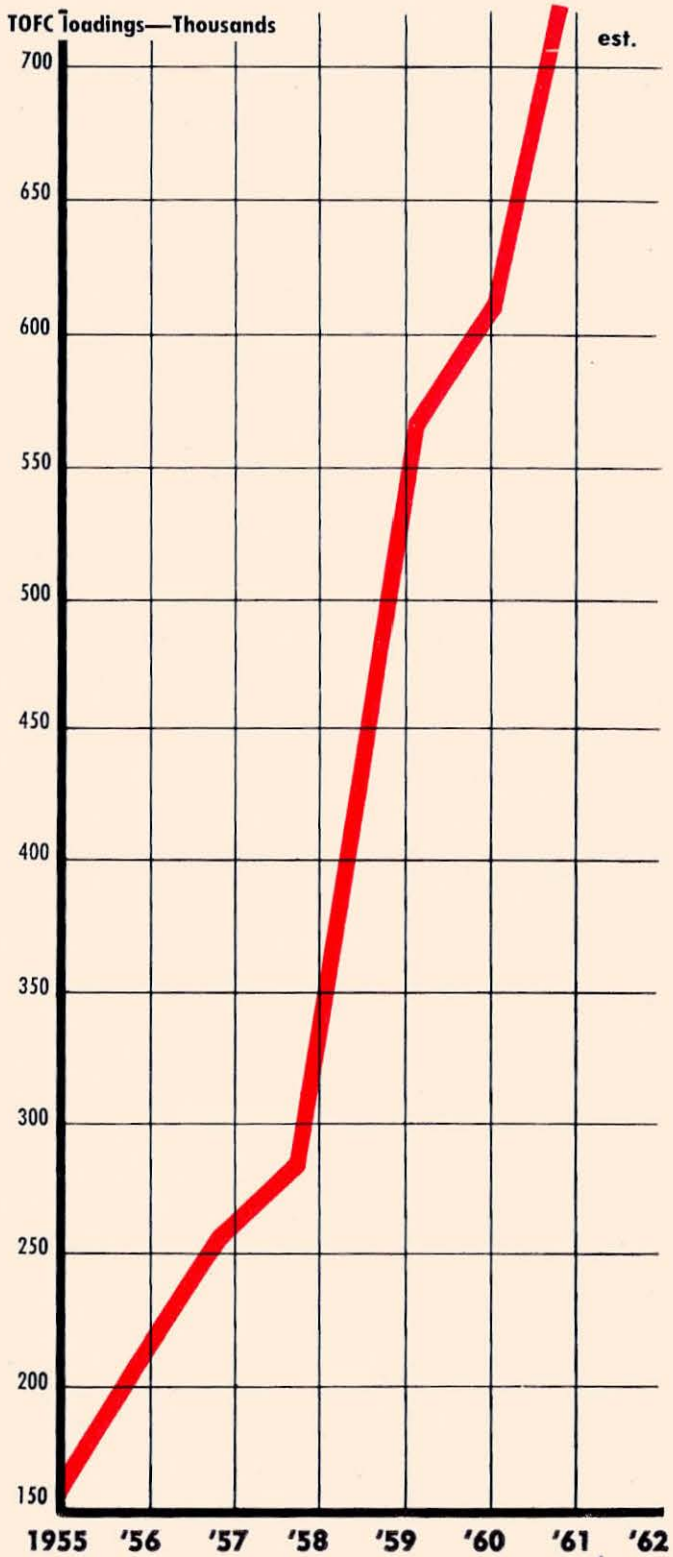
Piggyback is, in a real sense, on trial.

Its opponents have a forum—the current ICC investigation of piggyback practices and operations. They'll exploit that forum—loudly and at length—in an effort to cripple railroad efforts to broaden still further TOFC's rate and service benefits to the shipping public.

Piggyback means growth for a number of reasons. Railroads were quick to see its potential. They turned imagination loose to produce rate-service patterns with irresistible appeal. The ICC, in the 1954 New Haven case and in countless decisions since then, has had the foresight and courage to give piggyback a chance to show what it can do. Industrial traffic managers—practical men—saw and seized the advantages of TOFC and, in many cases, pitched in with ideas for refinements and improvements. Suppliers poured millions of dollars into research and development, to bring piggyback hardware to today's high degree of sophistication. Truckers—many of them—tossed aside old animosities and joined the railroads in providing true coordinated services.

Cooperation among these diverse groups has resulted in a constant surge of new ideas—new thoughts which could be acted upon quickly to insure TOFC service flexibility.

This interplay of ideas kept piggyback rocketing ahead. Hopefully, it will carry it much farther—toward maximizing the benefits to the shipping public outlined in this Railway Age Special Report.



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PIGGYBACK

ICC Probe Worries Railroads

When the Interstate Commerce Commission set out last June to probe anew the whole field of piggyback operations, railroad reaction ranged from wariness to downright apprehension.

The proposed new rules which the ICC has since set up—and the short-deadline timetable under which presentations must be filed—have only added to the railroads' deep concern that this investigation poses a definite and serious threat to piggyback's continuing development.

The Commission denies that the rule proposals are intended to curtail TOFC services provided under the five plans now in general use.

But, one observer declared, the statement of intent "doesn't jibe with the rules as proposed. . . . This looks like a backward step, under the guise of encouraging the expansion of piggyback. Chances are it would have a reverse result."

In place of Plans I through V, the ICC would recognize just two basic forms of piggyback—all-rail and joint intermodal. Separate sets of rules would be placed in effect for each type—and, thus far, the atmosphere surrounding these rules is clouded with confusion. Railroad lawyers and traffic men say they find certain rules contradictory and subject to various meanings, depending on interpretation.

Sharp criticism is also being leveled at the Commission's refusal to allow what the railroads regard as adequate time to prepare submissions.

The proposed new rules were distributed Oct. 9. Special pleadings (statements of reaction to the rules and suggestions for changes in them) had to be filed by Nov. 16. Verified statements—which will constitute the main written arguments in the case—must be submitted by Dec. 10. And replies to these statements are due no later than Jan. 28, 1963. Railroads, among others, asked the Commission to set the deadlines back. They were refused.

So the carriers are heading into an investigation which they regard as totally unnecessary in the first place, to fight rules proposals which they don't agree with, under a timetable which

PIGGYBACK

Shippers Hail TOFC Benefits

Shippers who use piggyback don't really have much in common.

They load trailers with telephones or printing presses or suntan lotion or bourbon or chemicals or furniture or soap or cookies or Sunday supplements or fresh meat or grapefruit. And they turn the trailers over to the railroads for shipment—a few hundred miles or across the country—on flat cars.

But there are a few common denominators where piggyback is concerned:

- These shippers want the best possible service at the lowest possible cost over-all. Piggyback seems to be providing that sort of service-cost break for an increasing number of companies.
- Traffic managers don't much care how many piggyback plans there are or how they're designated. But they share a belief that any action government takes regarding piggyback should be to promote—not to restrict or even slow—the growth of this imaginative combination of road-and-rail service.

Shippers are outspoken in their enthusiasm for piggyback—and in their eagerness to see greater development of the science of coordinated transport.

For example: A manufacturer of wood products sees "no need for the ICC investigation of piggyback. The railroads should be allowed to develop piggyback and to meet the transportation changes required today." Highway congestion, this shipper points out, "is becoming more and more a problem, while railroad facilities are being used far from capacity. It would seem common sense should dictate that piggyback is the answer to many problems. Its development should be encouraged by government and not hindered." Then there's the traffic manager of a chemicals manufacturing company who calls for "greater utilization of piggyback by truckers. . . . With this coordinated effort we think that both the truckers and the railroads would be doing better financially—and this, in turn, would slow down the constant thinking of increased freight charges to the shipper." And, far from least, there's the West Coast brewing company whose traffic manager hopes common carriers "will continue with the progressive ideas they have shown over the past five or six years. What we now require is a better understanding between the railroads and the trucking industry with the shippers' interest in proper perspective."

Why are shippers enthusiastic about piggyback's first decade—and hopeful of its future? Actual case histories of piggyback benefits to shippers (and railroads) fill most of five pages in this Railway Age special report. Shipper benefits run a wide range—including cost, service, flexibility, convenience, dependability.

One West Coast company says the "cooperation and willingness of the common carriers to work with us (via piggyback) in the economic and efficient distribution of our product has enabled us to remain out of the transportation business and the headaches of proprietary hauling." Another ship-

they see as wholly inadequate for the careful preparation required.

Further, there is the possibility that the rule-proposal situation will be complicated by new suggestions brought out in various parties' Nov. 16 special pleadings. The ICC's Bureau of Inquiry and Compliance filed its submission early—and one rail lawyer said he found the bureau's proposals "would make the rules even tougher."

Finally, there is a chance that the inquiry will be fragmented. The Commission will consider separation of the case as to issues or operational areas "for good cause shown"—the showing to be made in pleadings which may be filed on or before Feb. 6, 1963.

One major piggybacking railroad, in its Nov. 16 submission, summed up the general feeling of apprehension:

"The railroad believes that its future as a privately owned carrier will depend in large measure upon its ability to provide a varied choice of TOFC services to shippers at market-competitive prices. Certain of the rules proposed, however, would seriously curtail existing operations and stifle future growth as well. If they have indeed been proposed to encourage expansion of TOFC services, then the Commission has been misguided. . . .

"The Commission's arbitrary refusal to permit any additional time for consideration of the measures proposed has prevented complete and orderly deliberations by those affected. Anything more than a cursory exchange of views within the railroad industry as to the true purpose and actual effect of the proposed rules has been impossible."

While piggyback's impending trial is shaping up, in Washington and in law departments across the country, TOFC keeps growing.

Growth has been both steady and spectacular—from a mere 168,000 carloads seven years ago to (probably) more than 700,000 this year. That's only about 3% of total carloadings—but most forecasters see piggyback accounting for 10% of loadings within a few years, and some crystal balls show even greater growth ahead.

The bullish outlook, however, is largely based on the two following factors:

- The continued use of applied imagination by railroads, shippers, truckers, forwarders and equipment suppliers to bring piggyback to higher and higher states of technological development and service flexibility.
- Realization by government that piggyback won't benefit anybody (except perhaps the most vocal of its critics) if it's buried under mounds of artificial restrictions or tied up in an administrative strait-jacket.

Some motor carriers and the powerful International Brotherhood of Teamsters are desperately fighting to restrain TOFC's growth. Against their protests, however, is a mountain of evidence showing how piggyback has brought broad benefits to American industry and, ultimately, to the public generally.

It will be, in effect, the public's case as well as their own that the railroads will be pressing in their efforts to keep TOFC growing.

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per believes the "greatest benefit we have gained has been the opportunity to reduce our total transportation cost. This is indeed significant in a period of increases in general business costs and the consequential decreases of profit margins." Still another major shipper—and user of Plans II and V—finds TOFC's main advantage "not in the area of rate reduction. We like it because of its flexibility and because a more dependable service can be maintained with the elimination of delays."

To some shippers, cost is the paramount reason for going to TOFC. A company in Michigan, for instance, shipped in small lots to the furniture manufacturing trade in the Carolinas. In most cases, this firm used its own trucks—and they returned empty. Then along came Plan III rates—designed specifically for such situations—and the business went to the railroads. Another Michigan firm with a tremendous small-lot potential shipped LTL because of service demands. Again, it was Plan III that got the business on rails—because the company found that line-haul Plan III charges to distribution points plus local charges to destination saved money as compared to through LTL costs. Then there's the chemical company in Baltimore—located off-track—which started long-distance piggyback moves in 1960 and found that TOFC improved its distribution setup "through better service, damage-free movement and, most important of all, the savings realized."

Piggyback: Growth Is Nationwide

YEAR	EASTERN DISTRICT CARLOADINGS	WESTERN DISTRICT CARLOADINGS	SOUTHEASTERN DISTRICT CARLOADINGS
1956	102,646	103,520	1,617
1957	130,211	112,699	6,155
1958	139,070	130,098	8,903
1959	204,010	201,811	10,687
1960	263,817	269,170	21,128
1961	299,605	253,892	37,749

To more than a few shippers, piggyback has tipped the scales against private carriage (and all the problems a manufacturing company can collide with when it goes into the trucking business). Establishment of Plan III rates, one company notes, "has opened up many new fields for shipper use. . . . These rates produce savings over highway and water common carriers and in some instances private carriage."

Perhaps the most significant (and courageous) statement on piggyback vs private carriage, however, comes from a North Carolina company whose truck fleet manager appeared before an American Trucking Associations Private Carrier Conference meeting recently to tell how he's found piggyback superior to all-highway private carriage. Ted C. E. Manning, of F. H. Ross and Company, told the ATA group that TOFC produced economies in four major areas—"reduction in our labor cost . . . no new requirements for capital outlay . . . reduction of dead-head miles . . . unlimited use of trailer equipment" which TOFC provides.

That's the piggyback story. Benefits to industry, benefits to participating carriers, benefits to the public generally. From the railroad standpoint, J. R. MacAnally, vice president-traffic of the Union Pacific, perhaps sums it up best. Establishment of piggyback service, he told Railway Age, "has resulted in benefits to both shippers and rail carriers, and these benefits involve not only rate reductions but also permit reduction of manufacturers' costs, in some instances, and service improvements as well. The very fact that shippers may now choose either rail TOFC service or competing highway service for the movement of trailerload shipments is beneficial to the shipping public, as this type of competition spurs both modes to provide service the public will buy."

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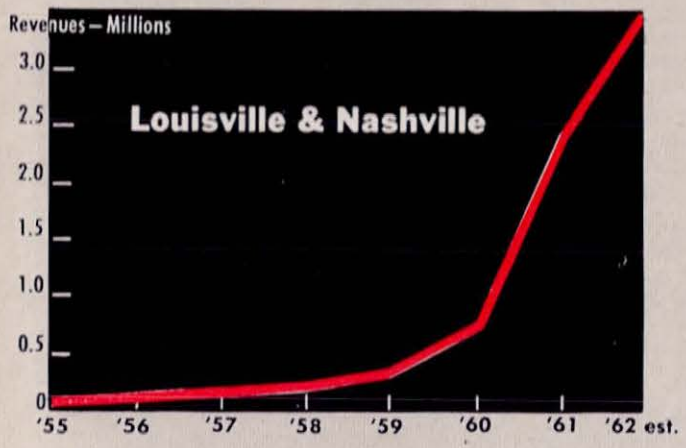
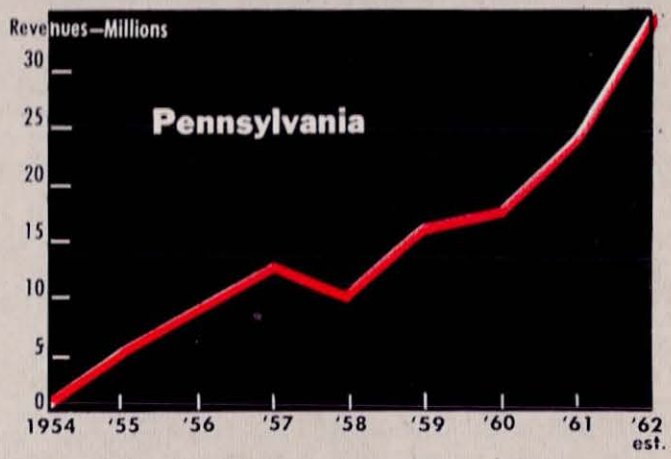
Whether it's revenues...





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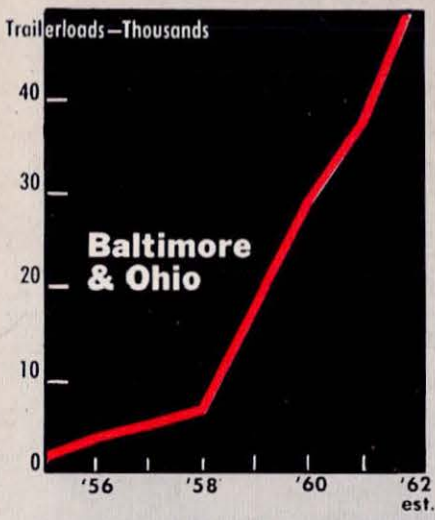

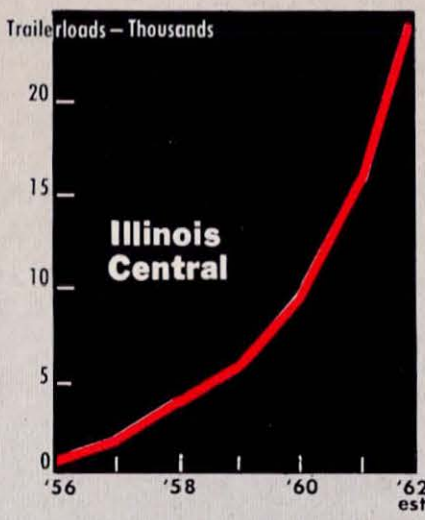

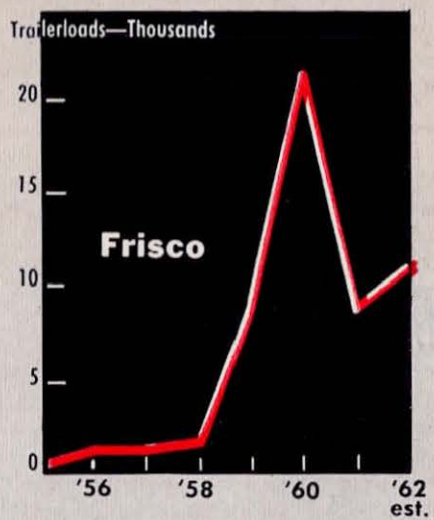

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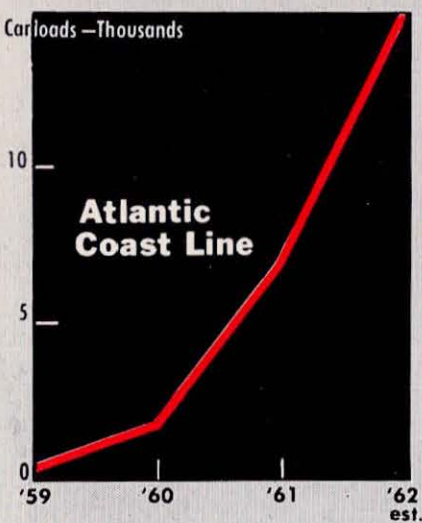
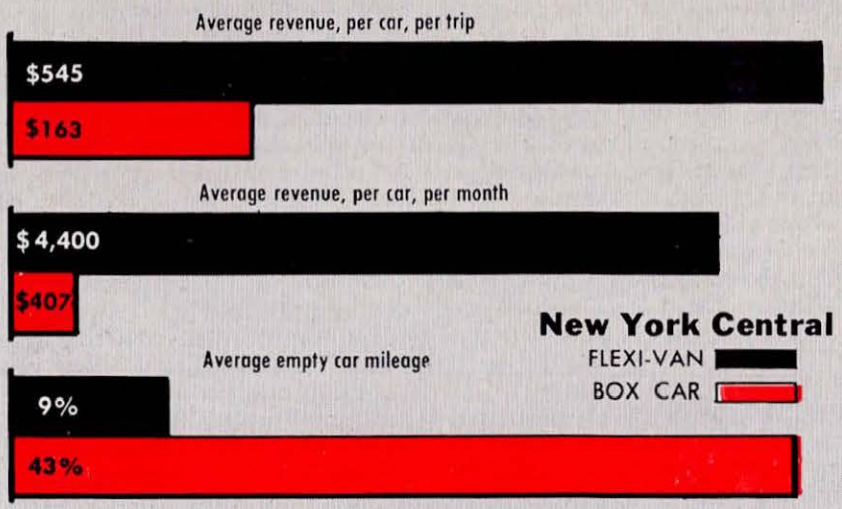




...piggyback is growth

Got a Problem? Let TOFC Help

Open-tops to the rescue

PROBLEM: Jervis B. Webb Company, of Atlanta, contracted to build a conveyor system to handle mail bags at Washington Union Station. Components of the system would be awkward to load in closed containers or cars. Webb also had an off-track location problem—and wanted to avoid costly double-handling.

SOLUTION: Southern proposed use of its new open-top containers. Webb could load by overhead crane and position loads with a forklift truck (also hoisted into the van by the crane).

BENEFITS: To the shipper, complete solution of a perplexing loading problem (with big savings in man-hours), plus fast service (evening departure, next-morning delivery at the construction site). To the railroad, a satisfied shipper (said Webb's production manager of the service: "I haven't seen anything to beat it.")

TOFC—'Fail-safe service'

PROBLEM: General Electric's Major Appliance Division requires transportation service "which allows scheduled deliveries to large housing and apartment house developments, where almost split-second timing is required to avoid excessive labor standby costs."

SOLUTION: GE turned to piggyback—and quickly recognized the "excellent opportunity it affords for almost fail-safe service."

BENEFITS: To General Electric, a new service "which has made a distinct contribution to our distribution of major appliances. . . Not only does piggyback afford most dependable, very prompt delivery, but also our experience has been that it is remarkably damage-free. All this allows us to make last-minute changes in delivery requirements . . . and, within 48 hours, effect on-site delivery, timed with the progress of the construction and the availability of contractors' installation crews. The availability of this kind of service has, we are sure, allowed us to meet competitive demands at major projects" in a number of eastern states. To the railroads, additional business from a customer who's thoroughly convinced of piggyback's worth. For 1962, GE plans to originate more than 2,000 trailerloads of appliances at its Appliance Park, Louisville, plant.

Small shipments go piggyback

PROBLEM: Western Electric's Traffic Organization is perhaps one of the country's busiest—because of the nature and volume of the company's shipments. A big part of Western's volume consists of small shipments. The company has come to act as its own consolidator, combining movements insofar as possible—and the search for better, less costly shipping methods is a constant one.

SOLUTION: Plan III rates between New York and Chicago became effective July 5, 1958. Western Electric started using the new plan less than a month later—after first setting up an organization to coordinate operations and promote the most efficient use of TOFC. Service and rate advantages soon became obvious. (Just one example: Hawthorne works at Cicero, Ill., needed by Jan. 26 a shipment of nickel which was to be available for pick-up at a New York pier Jan. 24. If the shipment didn't arrive, production would have to be curtailed drastically. The nickel left New York via Plan III piggyback on the night of Jan. 24. It arrived at Hawthorne by 10 a.m. Jan. 26. Says WE: "The use of piggyback service not only insured on-time delivery but also reduced the transportation cost.") Western Electric's TOFC moves now go into more than 20 states and into 15 major warehouses.

BENEFITS: To the shipper, an opportunity to improve its consolidation operation, with fully adequate service and lower costs. WE's headquarters consolidation coordinators are now handling TOFC moves in excess of 2,000 trailers annually (plus another 200 fishyback). To the carriers, a satisfied customer with an increasing piggyback operation.

Coffee rides the rails again

PROBLEM: For years, most of the green coffee moving from Gulf Coast ports to Chicago roasters went by rail carload. Many of the plants had no rail siding, so processors took delivery at nearby team tracks and drayed the bags of coffee. Eventually, much of the traffic was diverted to motor carriers—who could provide direct delivery and whose drivers helped with unloading.

SOLUTION: Illinois Central began piggyback service—and "met with considerable success" in returning the coffee movement to the railroad.

BENEFITS: To the receiver, service (and unloading help) matching that provided by highway carriers, plus the opportunity to deal again with a carrier whose reputation for dependability was firmly established in prior associations, back in the box-car days. To the railroad, a comeback in the coffee business.

CONTINUED

Two-way haul—via Plan II TOFC

PROBLEM: A major soap products company has plants and distribution warehouses at each end of an eastern railroad's line. Each plant produces certain items not made at the other. A two-way movement results—but for years the daily haul between the two points was made by motor common carriers.

SOLUTION: Through cooperative efforts of shipper and railroad, special Plan II rates were established in 1961, based on a balanced turn-around of equipment.

BENEFITS: To the shipper, substantial savings in freight charges. To the railroads, revenues from movement of about 800 trailerloads per year in this service.

Precise timing—that's piggyback

PROBLEM: A Midwest department store was installing escalators—built by a manufacturer hundreds of miles away, near New York. Deliveries had to be timed precisely—because high-paid installers, working floor by floor, needed certain parts for certain floors on certain days.

SOLUTION: The shipper turned to piggyback (in this case, Nickel Plate TOFC).

BENEFITS: To the shipper, the precision movement demanded by the job. To the railroad, a satisfied customer who could be expected to look to NKP for future transportation needs.

Plan III problem? Not for long

PROBLEM: National Distillers and Chemical Corp. is a major user of Plans II and III. But commodity mixture rules applying on Plan III forced National—a single-commodity shipper—to pool its freight through a shippers' association. This tended to "limit the full utilization of this service as to the number of destinations which could be served."

SOLUTION: Louisville & Nashville and Southern introduced a modified Plan III which eliminates the commodity mixture requirement.

BENEFITS: To the shipper, Plan III economies to 19 additional destinations, previously inaccessible (the rate on one move, for example, is 75 cents per hundred pounds Plan III, compared to $1.05 rail car and $1.21 motor common carrier). To the railroads, new business, new revenues from a shipper thoroughly convinced of the advantages of piggyback (National moved about 11 million pounds of freight via Plans II and III in the first seven months of 1962).

Piggyback: Service plus savings

PROBLEM: Crescent Insulated Wire & Cable Company is on a PRR siding at Trenton, N.J. But outbound shipments of manufactured goods went almost exclusively by truck.

SOLUTION: The Pennsylvania brought Truc-Train to Trenton in 1958 and Crescent was one of the early Plan II users. Then Plan III was introduced and Crescent, recognizing the potential savings and flexibility of the service, increased its utilization. As of 1962, more than 50% of the company's long-haul traffic is moving via piggyback.

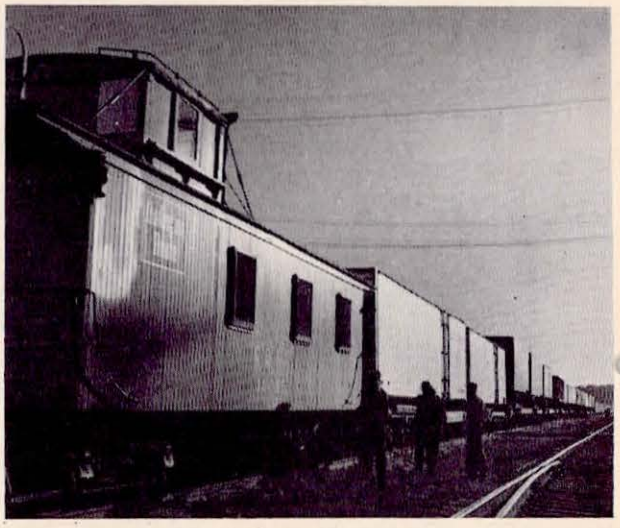
BENEFITS: To the shipper, service advantages on the long-haul and "extensive savings" on transportation costs. To the railroad, new business that's continued to grow.

Even picture-tubes go piggyback

PROBLEM: A major manufacturer of television sets was moving picture tubes over-the-road from a plant in New York state to one in Indiana. Service was satisfactory—but the shipper, naturally, was always on the lookout for an equally good service at lower cost.

SOLUTION: Erie-Lackawanna put a Plan III rate into effect about three months ago. The shipper went piggyback.

BENEFITS: To the shipper, lower cost transportation. To the railroad, new business amounting now to about 20 trailerloads per month (and, with other moves, other rates being explored, this may just be a beginning for E-L's piggybacking of TV components).



EXCITEMENT that used to surround departure of the fast mail and the old-time silk trains is revived in Burlington's new "Express 14" meat train, which speeds fresh meat shipments over the 488 miles from Gibson Yard at Omaha to Chicago.

Business lost—and then regained

PROBLEM: A supermarket chain used to ship oranges and grapefruit from Florida via rail refrigerator car. But the minimum on oranges, for example, was 48,000 pounds and the maximum that could be loaded fell short by 1,000 to 2,000 pounds. Moreover, fruit was shipped loose in mesh bags—and damage was "very heavy." The chain switched to trucks—in most cases privately owned rigs hauling exempt commodities. It still had problems: "Rates fluctuate somewhat, depending on supply and demand. . . There weren't always sufficient trucks to meet the demands of the shippers."

SOLUTION: The Florida railroads and the Pennsylvania set up TOFC service to the New York area. The supermarket chain began to use it.

BENEFITS: To the shipper, the service was "exceptionally good. We found that there were no claims, merchandise was on-time in most cases and it appeared to be in much finer shape than (that received by) any other medium of transportation. It is our intention to use this service more and more." To the railroads, new business—or rather, business once lost, regained.

Flexi-Van helps win a contract

PROBLEM: A company with a factory in Wisconsin wanted the contract for supplying components for a new skyscraper, now rising in midtown Manhattan. But the Wisconsin-New York trip would involve warehousing the doors at a railhead and trucking them to destination, if conventional box-car shipment were used. Five to six days would be required for the 1,000-mile move.

SOLUTION: The company turned to Flexi-Van and got third-morning delivery in New York—plus the ability to load job-sized lots in Wisconsin and deliver them, without transloading, at the construction site in New York. Vans loaded at the plant are trucked to a railhead, then placed on Flexi-Van flat cars for a Milwaukee Road-New York Central run via Chicago to an NYC freight terminal in the Bronx. It's a short over-the-road haul from there to the construction site.

BENEFITS: To the shipper, faster service with the economies of direct and untouched shipment, which reduced transportation costs substantially and made "a considerable contribution to the ability of the company to get the contract in the first place." To the railroads, additional business, plus customer satisfaction.

GREEN COFFEE, moving from dockside in New Orleans to coffee roasters' plants in Chicago, is back on the rails. Illinois Central once had the business in carload movement, lost much of it to highway carriers and then regained it—with piggyback.

No 'spot' problem with piggyback

PROBLEM: A manufacturing plant has a rail siding—but physical limitations at the plant restrict rail spotting space. The railroad involved provided maximum switching—but still, a good part of the manufacturer's inbound freight was requested for motor carrier routing.

SOLUTION: The railroad published Plan II piggyback rates, which eliminated the "spot" problem and put rail back on an even footing with truckers from a service standpoint.

BENEFITS: To the manufacturing plant, the availability of line-haul advantages of rail combined with loading-unloading flexibility of truck. To the railroad: "We can now vie competitively for the balance of the traffic potential and offer an incentive due to increased minimum weight per trailer and all-weather service."

TOFC KO's long-haul private carriage

PROBLEM: J. H. Filbert, Inc., of Baltimore, manufacturer and distributor of food products, once used private carriage almost exclusively. Common carriers were virtually shut out—but the company wasn't permanently wedded to private hauling. It merely wanted the best combination of service and cost benefits.

SOLUTION: Along came Pennsylvania's TrucTrain—and since 1961 J. H. Filbert has restricted private carriage to hauls of 500 miles or less. Most other traffic goes piggyback (some also moves by common carrier truck).

BENEFITS: To the shipper, a cost advantage on moves of 500 miles or more (with service and equipment at least as good as that provided with private hauling). To the railroad, new business.

CONTINUED

No 'held' shipments with TOFC

PROBLEM: Economics Laboratory, Inc., of Chicago, is a volume shipper—with the shipper's normal desire for on-time deliveries at minimum cost and with minimum damage. Most shipments went by truck, some by rail carload—until piggyback offered the company a better over-all break on service and cost problems.

SOLUTION: Economics Laboratory went into TOFC extensively and "our experience has been good." The company turned to piggyback for volume shipments from Chicago to St. Louis and Kansas City (1,000,000 pounds per month to St. Louis, 500,000 pounds to Kansas City). Piggyback "has given consistently good service . . . it had been our experience that common carrier trucks often held our shipments to fill out loads. The receiver would begin asking questions and when we traced the shipment we often found it on the trucker's dock or in his warehouse on the second or third day." Railroads also picked up substantial volume on Chicago-Denver and Chicago-Omaha moves—and the shipper found the service comparable to common carrier truck, the cost less and the damage the same—"hardly any."

BENEFITS: To the shipper, satisfactory service—"we're sticking with it." To the railroads, new business in substantial volume (says Economics Laboratory's traffic manager, "we're doing a real nice business with the piggyback people").

'The trend is to piggyback . . .'

PROBLEM: Buying habits change — and transportation patterns with them. Illinois Meat Company, division of John Morrell & Company, found its customers are no longer interested in buying in carload lots. Moreover, the company experienced certain loading and claims problems in carload shipping.

SOLUTION: Illinois Meat switched to piggyback, particularly between Chicago and New York (also Chicago-Philadelphia-Detroit and St. Louis).

BENEFITS: To the shipper, four major ones —"availability of equipment, rate advantages, fewer claims, good service." Says Illinois Meat's traffic manager: "The trend is to piggyback. . . About 30% of our traffic, or maybe more, moves piggyback—and that percentage will grow." To the railroads, the ability to retain traffic that might otherwise have been diverted to motor carrier, by providing a new service that solves shipper problems over a broad range.

Railroads, trucker like auto-TOFC

PROBLEM: Railroads have no monopoly on the desire to cut operating costs. Truckers think the same way—and one who does is an automobile haulaway operator working between a Wisconsin assembly plant and eastern seaboard markets. But the big question in cost-cutting is always: How?

SOLUTION: Plan I piggyback, from Wisconsin to four eastern points, was placed in effect. The trucker handles pick-up and delivery; autos, loaded six to a haulaway trailer and two trailers to a flat car, move on truck billing; the through rate includes return of the empty rigs.

BENEFITS: To the trucker, reduced wear and tear on equipment and reduced manpower costs. To the railroads (six are involved), tidy revenues from movements to four points, now totaling about 1,200 trailerloads per month.

Private carriage: Who needs it?

PROBLEM: F. H. Ross & Company, Charlotte, N.C., distributor of industrial chemicals, wanted—as most shippers do—the best available combination of low-cost and quality-service transportation.

SOLUTION: Ross ran a two-month study on Southern's rail-highway service vs all-truck service by Ross' own fleet. The findings: Rail-highway costs were identical to private carriage costs. Ross made its choice: "We plan to get into this (rail-highway) service very heavily this year."

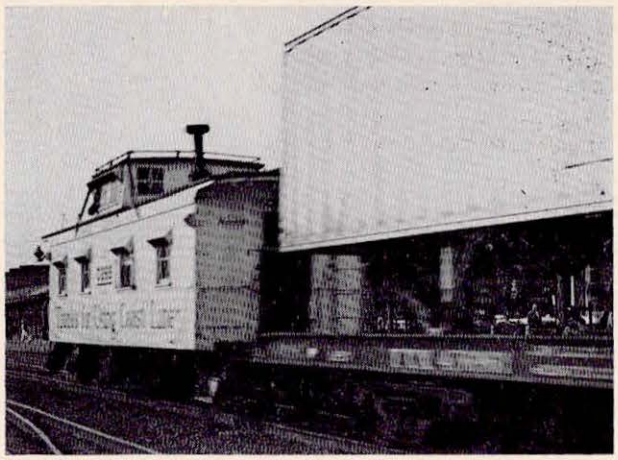
BENEFITS: To the shipper, transportation economy, plus elimination of the capital outlay and equipment utilization problems involved with private carriage. To the railroad, additional traffic from a satisfied customer—a company that proved to itself that rail-highway is best.

Private carriage loses out to Plan III

PROBLEM: A large manufacturer of electric lighting fixtures was strong for private carriage. A fleet of company trucks handled product distribution. Railroads didn't figure in the picture.

SOLUTION: Development of Plan III rates led to shipper realization that many dollars could be saved—without any sacrifice in service —by switching to piggyback. Much of the manufacturer's traffic has been diverted from highway to rail.

BENEFITS: To the shipper, transportation economy, plus release of investment capital



PIGGYBACK gets the glamour treatment—white cabooses and ACL's "Thanks for Using Coast Line" slogan.

for plant expansions and other improvements. To the railroad (in this case, Illinois Central), additional traffic and the promise of more. The manufacturer, IC notes, hopes eventually to put all of his freight in Plan III TOFC.

TOFC helps company expand business

PROBLEM: An East Coast firm wanted to expand its markets to reach the Pacific Coast. But transportation costs would be a big factor in the company's ability to compete for contracts at sites thousands of miles from the home office and factory.

SOLUTION: The company turned to piggyback for its coast-to-coast shipments—and succeeded in winning several contracts in California.

BENEFITS: To the shipper, a new market and a stronger competitive position. Savings made possible by piggyback, the company says, "were a prime factor in determining whether or not we could operate at such a great distance." To the railroads, new long-haul business from a satisfied customer.

TOFC: 'Savings are substantial'

PROBLEM: Walgreen Drug Stores in Chicago was receiving satisfactory service from motor carrier operations, Chicago to the Southeast. But Walgreen wondered if comparable service couldn't be obtained at lower cost.

SOLUTION: The company gave piggyback a try and "from our limited experience, we are entirely in favor of it."

BENEFITS: To the shipper, "considerable savings, on Plan III especially. We have a move from Chicago to Jacksonville, Fla., and the savings are substantial over common carrier truck. The service is comparable to that offered by trucks." To the railroads, new business, and the promise of more. Says Walgreen: "As service becomes available to other parts of the country, we will be very much interested in giving it a try, as long as we have the weight to meet tariff minimum requirements."

TOFC aids shipper, railroad, trucker

PROBLEM: A motor carrier, hauling extensively for Olympia Brewing Company, of Olympia, Wash., found it was unable to match its inbound volume with Olympia's heavy outbound movement of beer consigned to a major, distant market. Costly deadheading of empty equipment was the issue—and Olympia realized that diversion to competitive truck lines would only bring them the same situation.

SOLUTION: Olympia decided "to experiment with a token movement via rail trailer service . . . We found the service excellent and fully meeting all of our requirements. It was then rapidly expanded. . ."

BENEFITS: To the shipper, excellent service provided by piggyback. To the railroad, new business amounting to 2,000 trailerloads in 1959 (piggyback movements have since been cut back, but railroads have retained the traffic on carload incentive rates). And to the trucker, an easing of the knotty one-way movement problem.

Piggyback 94%—motor carrier 6%

PROBLEM: Goss Company, division of Miehle Goss Dexter, Inc. (printing press manufacturer), ships to points throughout the country. Many of its customers aren't on rail sidings, so Goss seldom used railroads (thereby helping the customer avoid cartage charges). Almost all shipments were made via over-the-road truck. But Goss, like most shippers, is rate- as well as service-conscious.

SOLUTION: Railroad piggyback soon showed to advantage from a rate standpoint. On one move out of New York, for example, the truck rate was $1.67 per hundred pounds, the TOFC rate $1.35. On a New York-West Coast move, the motor carrier rate was $4.65 (with a 42,000-pound minimum), the piggyback rate $3.79 (with a 36,000-pound minimum).

BENEFITS: To the shipper, lower-cost transportation (which outweighs the added cost of extra bracing and blocking required for TOFC loads). To the railroads, new business from a customer who once shipped all-truck, but now ships 94% piggyback, 6% truck.

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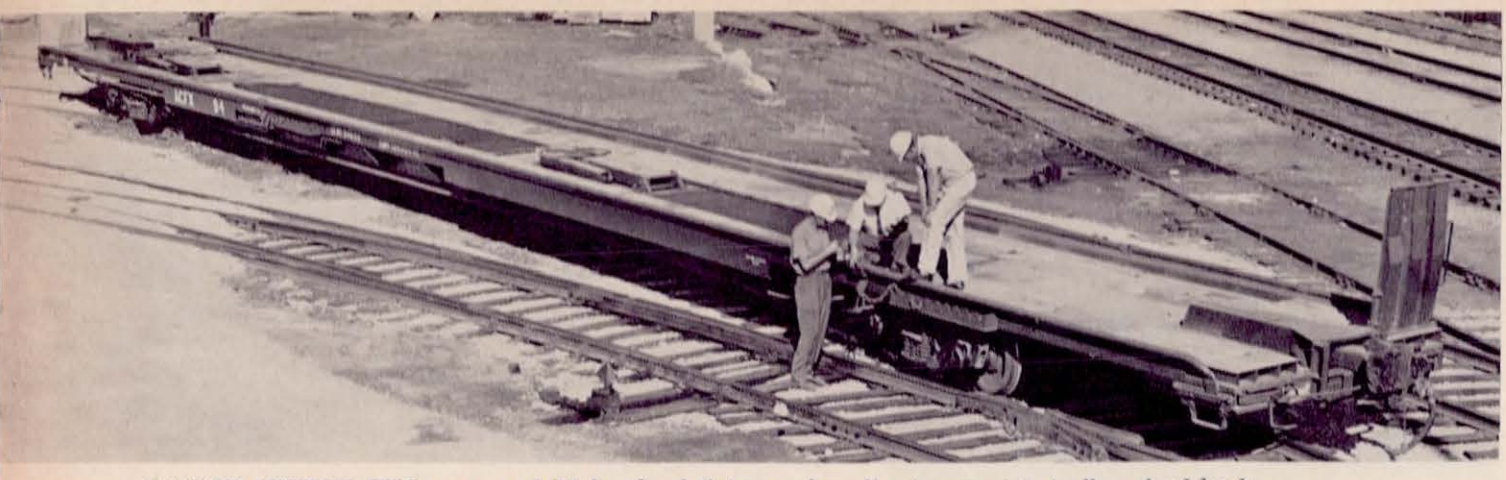
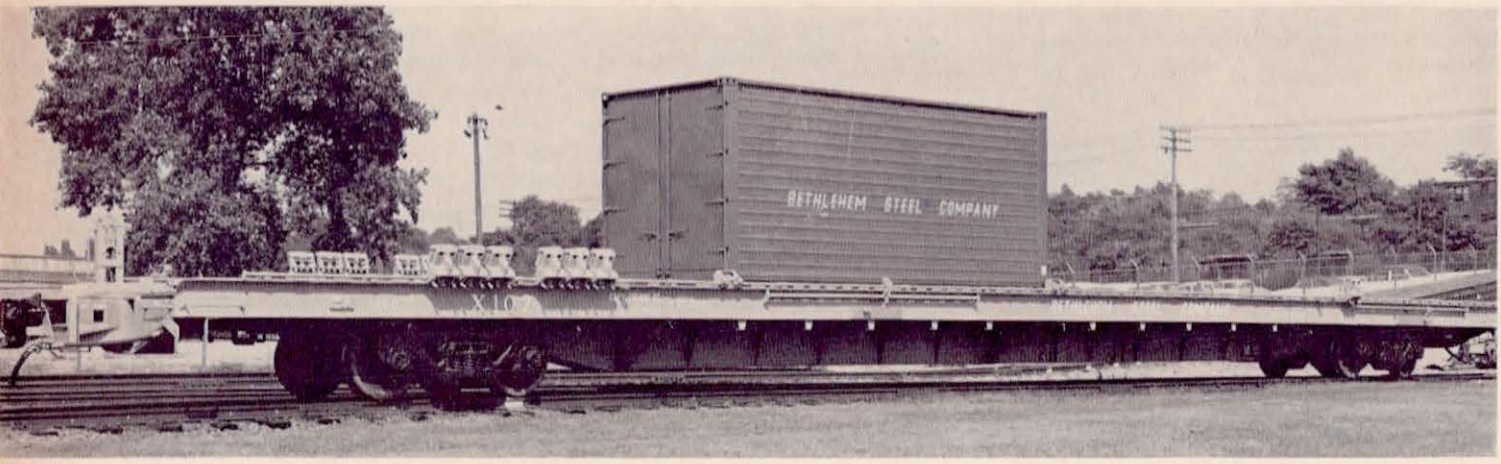


SPREAD CENTER-SILL on new ACF low-level flat car gives direct support to trailer wheel loads.



MULTI-PURPOSE car built by Bethlehem Steel features cushioning devices developed by National Castings.

PIGGYBACK

Suppliers Emphasize Research

Whatever the traffic potential of piggyback, it can't be realized without the necessary hardware—but from all indications, there's no danger that piggyback's development will be held up by lack of imagination in equipment design.

Supply companies, whose research and development efforts have been a major factor in TOFC's phenomenal growth, aren't letting up. If anything, R&D on piggyback, containerization and coordinated transport generally seems to be intensifying.

Here's the way major equipment builders see the demand—and the market—shaping up:

- Pullman-Standard sees "many probable changes in design" in the short-range future. Cars will eventually have to accommodate wider trailers and there's "some indication of demand for cars long enough to handle two 45-ft vans with nose-mounted reefer units, but this factor does not loom large enough to change present standard length of trailer flat cars." P-S looks for "continued excellent growth" in four areas—handling trailers; auto racks; containers; and trucks, tractors and house trailers. Demand "may call for two basic car designs—the ideal trailer car which will be readily adaptable to container service; and the ideal auto car which can be readily adapted to saddle mount truck and tractor service, mobile homes transport and so forth. As a practical matter, most buyers will probably want one design rather than two to handle all four markets. Thus it is expected that for the short-range future auto racks will dictate length and cushioning while trailer service will establish deck height, load capacity and deck width."
- General American holds strongly to the "one car for all unitized transportation" theory—and demand for its current cars seems to bear out that thinking. GATC has two designs, the all-service G-85 and the R-85 container car—and the G-85 is far and away the leader in popularity in the order book. Like most builders and most railroads, General American sees a trend to bigger trailer units—but the company is banking on increased widths becoming a far more significant factor than increased lengths (i.e., 8½-ft-wide units will be common long before 45-ft lengths win acceptance—and approval of state regulatory agencies). GATC sees no major change coming in loading practices—end-loading for trailers, side-loading by overhead crane for containers. Its continuing aim in car design will be to concentrate on units that can accommodate trailers, containers, racks and vehicles without modification in car

GATC DESIGN emphasizes inside wheel guides.

SUPER-CONTAINER rides on a special-design P-S skeleton car.

MARK III Flexi-Van builders stress fast loading, fast unloading.

Development of New Equipment

equipment. Speed and simplicity in loading, tiedown and unloading operations will also be emphasized in refinements of present designs.

• Flexi-Van developers also stress the integrated transportation theory—basing their efforts on design of a set of standard-sized containers which can be adapted easily for shipment by all modes. Flexibility is the key word in Strick Trailers' forecasting of the future of containerization (Strick builds the Flexi-Van and Stricktainer containers, Greenville Steel Car the special flat cars for the system). F-V's backers tend to look at every grade crossing as "a potential freight depot" where vans can be loaded or unloaded in a matter of minutes. Further development of the concept, Strick believes, "may eliminate all or part of the warehouse requirements of the shipper. Since he can move goods at fairly high speeds directly from his factory to individual destinations at rates comparable to carload rates, he can consider abandoning intermediate warehousing points whose sole function is to take advantage of carload rates and provide fast customer delivery service."

• Bethlehem Steel is paying close attention to developments in loading methods and in trailer size and characteristics. At the same time, it's pushing research and development projects —research on the metallurgy of steel as applied to highly stressed parts of piggyback cars and on the dynamics of railroad cars in over-the-road service; and development of a new trailer hitch and a new low-deck flat car. Cushioning requirements are also under study. On one car (equipped with permanently attached auto rack) Bethlehem installed A. O. Smith end-of-car cushioning devices which, it believes, "will help accelerate the trend toward elimination of above-deck cushioning devices in favor of a cushioning device in the car itself." On another unit (not yet released to the trade) Bethlehem is testing a National Castings Company 24-in.-travel hydraulic cushioning device which includes an integral rubber draft gear. Long-range planning gives weight to increasing trailer sizes and designs: "We don't know if it will be necessary to go to cars longer than 90 ft. . . . or if we shall eventually have to go to articulation and exceed 100 ft. . . . And will all trailers eventually be built with removable bogies and loaded as containers?"

• American Car & Foundry Division sees a quickening trend to lower, lighter, longer piggyback flat cars, as shippers swing to use of larger trailers carrying heavier loads. These developments, ACF believes, will make metals

CONTINUED

New Haven Case: Key to TOFC Growth

Government lit the fuse for a technological explosion July 30, 1954. On that day, the ICC decided the so-called New Haven case—No. 31375, Movement of Highway Trailers by Rail.

Piggyback's explosive growth—which blasted apart stereotyped transportation patterns and spread benefits among railroads, shippers, receivers, forwarders and truckers—traces back to that summer day.

What did the Commission say? Essentially, that "transportation of freight in trailers on railroad flat cars (is) found to be transportation by railroad, for which a motor carrier certificate is not required."

But the ICC, in considering 12 "basic and fundamental" questions, also decided a number of legal points involved in piggyback, to "enable carriers and shippers . . . to proceed with a degree of assurance as to the fundamental legal principles."

The Commmission investigation was thorough. New Haven originally set up 20 questions, in its petition of Sept. 30, 1953, and asked for a declaratory order. Even in 1954, with piggyback's potential untapped, the ICC noted "widespread carrier and public interest" in TOFC. It assigned the case to Division 3—which first proposed to do a rule-making job, but later decided that the declaratory-order procedure (as requested by New Haven and others) was preferable.

Questions posed by various shipper and carrier interests were then reframed into the 12 which the Commission eventually considered.

Oral arguments were held on two days late in June, and the case was submitted on June 20. Decision came a month and a day later.

These were the main conclusions:

- Highway movement of trailers in pick-up and delivery service to and from TOFC terminals is subject to regulation under Part I, the rail section, of the Interstate Commerce Act (not Part II, the motor carrier section).
- Railroads may move trailers of private carriers and freight forwarders under provision of rail tariffs open to the general public, without holding motor carrier authority under Part II of the Act.
- Railroads may not legally move trailers of motor common carriers under "open" tariffs unless there is a through-route arrangement between railroad and trucker.
- Railroads may establish joint-rate arrangements with some motor common carriers and refuse others, since the authorizing provision in the Act is permissive rather than mandatory.

The relation between a railroad and a motor common carrier whose trailers are moving piggyback is that of connecting carriers where the arrangement is for substituted rail-for-motor service. (No ruling was made regarding arrangements other than substituted service, on grounds that the facts were too vague and uncertain for interpretation.)

- Railroads may not legally establish through routes and joint rates with forwarders.
- If a railroad makes TOFC service available to private carriers, it may not deny the service to forwarders.
- Other questions arising from piggyback development, the ICC added, "should be presented upon adequate records in appropriate proceedings"—and ICC files for the past eight years bulge with such presentations.

In most instances, the Commission's attitude has been positive. Growth has been encouraged. Benefits—from the five major piggyback plans, plus the off-shoots—have apparently been recognized in the ICC's consideration of TOFC cases (including, most recently, approval of Plan III auto rates which an examiner had rejected).

Because it has changed transportation patterns, piggyback has stirred opposition from some truckers. Particularly, it has drawn the wrath of Teamster Union Boss James R. Hoffa.

Shippers and receivers don't buy these anti-piggyback viewpoints—as TOFC's growth chart clearly indicates. And it's with the customer in mind that the railroads are opposing a "retrial" of the New Haven case. As one carrier put it, "such dilatory tactics could only result in adding to the uncertainty which has been created . . . not only within the railroad industry but also among users of coordinated services."

research even more vital if carbuilders are to meet railroad and shipper demands: "Major new design changes in the traditional flat car and the search for higher strength and less corrosive metals distinguish the carbuilders' efforts to keep abreast of the demand for new types of equipment. . . . Metallurgical advances are becoming increasingly necessary to the development of today's flat cars. We are constantly on the look-out for better materials that will allow us to reduce the weight and increase the serviceability of the car." Research in this area, ACF notes, is reflected in the use of a low-transition-temperature steel in the company's new low-level car to help avoid metal failure in extreme cold temperature service. The same car departs from traditional underframe design in using a special spread underframe which "gives increased support to major load-bearing areas of the car and decreases torsional stresses."

On many points, there's still room for debate and development. Different manufacturers are taking different approaches to design of cushioning devices; to the positioning of trailer wheel guide rails; to design and methods of actuating the trailer hitch.

Pullman-Standard, for example, sees a probable need for 20 in. of cushioning for piggyback cars, with 30 in. preferred for container-service equipment. Hydraulic units, P-S believes, "will be preferable. Whether the cushioning should be in the draft gear pocket or of a sliding sill design is still a matter of study, but both alternatives are being pursued."

P-S sees the design of wheel-guide rails as a "matter of divided opinion," while General American seems convinced that coming increases in trailer widths will make center guides mandatory, if bigger trailers are to be handled piggyback.

New hitch designs and actuating methods are also under study. The ACF hitch holds a big lead in number of applications to TOFC equipment. But GATC reports considerable interest in its new hitch, which can be raised or lowered by the truck tractor itself and doesn't require a man on the car to make the attachment or release. And Bethlehem Steel has still another design under development.

The market potential makes all this research and development work well worthwhile. By one carbuilder's estimate, TOFC will account for 10% of total carloadings by the end of 1965 (up from 3% today). But piggyback car utilization is already phenomenal. So it's likely that traffic growth will be accompanied, step by step, by increases in the car fleet—which now numbers well over 15,000 units.

PIGGYBACK

How It Started— Where It's Going

Q. Mr. Sperry, how far back does your piggyback experience go?

A. Before World War II we on the Burlington were piggybacking less-than-carload merchandise in truck trailers—the old 20-foot trailers, two of them on a 40-foot car. It wasn't much, two, three or four cars a night between Galesburg, Ill., and Chicago.

Q. Did other railroads show much interest in it at that time?

A. Well, not much. The Great Western got into the business about that time—and the Chicago South Shore & South Bend. The South Shore, as a matter of fact, had the patents on the tie-down devices and we paid them a royalty until the patent ran out.

Q. What year would you pick as the birth of piggybacking as we now know it?

A. About 1954. Plan II came in 1955, Plan III in 1956, Plan IV in 1958 and Plan V in 1958. In '54 I had already been president of Burlington Truck Lines a couple of years. Before that, the piggyback we handled, 1937 to 1940, was of truck business only—we hauled them for our [CB&Q's] truck company and that was all. Now during this same period the CGW was in the business promiscuously. They hauled any trucker's freight between Chicago, the Twin Cities, Omaha and perhaps some intermediate points. That's the way it was for a long time. Then, as I remember it, the New Haven started, then the Pennsy started in a big way. All the business was somewhere in the Plan I range.

Q. What started the active promotion of piggyback?

A. The truck company [Burlington Truck Lines] began soliciting Plan I piggyback for the railroad. They paid a certain tariff for every mile the railroad hauled the trailer. The figuring behind it was that if you couldn't get the business for rail, get it for truck and piggyback it. The business put some money in the Burlington's pocket. That brought on an attempt by a few railroads to establish rates and minimums for trailerloads on certain commodities.

Q. What were the main problems? Why did some roads fail to go for piggyback?

A. I guess the reticence was on the part of the railroads and not the shippers. The thinking was that if they opened the door for truck companies to put trailers on flat cars, the truckers wouldn't put it on the flat car unless it was cheaper. As a result only the Great Western hauled truckers' trailers—for years. There was a fear on the railroads that establishing trailerload rates would hasten the conversion from carload to trailer, producing little actual increase in volume.

Q. How did the truckers feel about all this?

A. I think they liked the situation. It gave them the opportunity to ship all their unbalanced business by rail.

Q. How about the evolution of the five piggyback plans. Why did they develop as they did—and do you think there's a basic need for each plan?

A. Well, let's take Plan I. The only reason in the world that Great Western went into that business was because they figured to get some revenue they otherwise would not get. Plan II, in which the railroad carries its own trailers, came from the railroads realizing that if they were going to stop erosion of their business by truckers they were going to have to provide more or less the same door-to-door service. For instance, let's look at an example out of my experience: Sears, Roebuck used to load a box car for Minneapolis—part for the Minneapolis store and part for the Minneapolis warehouse. The car had to be spotted at the warehouse, then the store, or vice versa. Piggyback opened the door. They load two trailers and save time, handling and, consequently, money, too.

Q. How about Plan III?

A. That's the plan where the shipper furnishes his own trailers. There are, in my opinion, a lot of things that need ironing out in Plan III. A lot of shippers don't have trailers and consequently lease railroad trailers.

CONTINUED

One of railroading's latter-day pioneers is a tall, lean, whitehaired man with a gentle manner and a steel-trap mind. He's F. E. Sperry—who started as a yard clerk with the Burlington in 1907 and finally brought his career to a close several years ago as assistant vice president-operations of the "Q" and president and chairman of the board of Burlington Truck Lines (a 10,000-mile system with 2,200 trailers and an annual volume in the neighborhood of $18 million). Fred Sperry became assistant VPO of the railroad and president of the truck line in 1949—and it wasn't long before the CB&Q-BTL combination became one of the strong forces of piggyback's early days. Here Mr. Sperry discusses, with Railway Age the past, present and future of piggyback—its problems and its potential.

Q. How about Plan IV, Mr. Sperry?

A. Plan IV was instigated by the shippers who wished to furnish their own trailers and their own cars. With this plan they were relieved of the need for operating out of slow moving stop-over box car loads and were able to load trailers to different points. It was much more flexible and economical and provided faster door-to-door service. I do not mean to say that Plan IV wasn't beneficial to the railroads—because it did help hold business to the forwarders and the railroads.

Q. What about Plan V?

A. The Burlington was never in Plan V except for some automobile traffic. This plan involves intermodal joint rates. A rate man could better venture an opinion on this.

Q. How does the future of piggybacking look to you?

A. It's only the beginning, as we see it today. One of these days 60% of the common box cars on American railroads are going to have rubber tires on them. It's what shippers and receivers want. Why in the world would anyone put freight in a box car, then unload it into a truck at the building site when you can load the freight in the first place in a trailer that can go straight to the building site. It's service and it's economical.

Q. What do you regard as the major advantages of piggyback for railroads, for shippers and receivers?

A. Well, the railroad examples are legion. Again, to use an example from my own experience, consider this. If they load a box car at Butler Brothers in Chicago today, close it and seal it at 5 p.m., it is the next morning before that car leaves town. But now, loading a trailer, when they close it at 5 in the afternoon, we have it out of town at 6:30 p.m., and it is in the Twin Cities by 3:30 a.m., next morning, which is eight hours earlier than we used to get the box car out of Chicago. That's a big advantage to a shipper and it is helping hold traffic to the railroads. This flexibility preserves rail business. The shippers get door-to-door service and thereby eliminate a lot of their own handling.

Q. Is piggyback proving to be the economic bonanza that its supporters thought it would be?

A. There's no direct answer to that question. Piggybacking will grow faster in the future than it did in the past—but it will be necessary to reduce some of the accessorial expense in it.

Q. You mean rail expense in handling piggyback will have to be reduced?

A. Yes, and I mean rail expense involved in pick-up and delivery, loading and unloading and so forth. The road haul is the positive side. When they get things ironed out, they'll see some huge growth in sheer volume.

Q. Do you think piggyback will seriously displace box car traffic?

A. No, not entirely. It'll displace a lot of it and you'll have a lot of piggyback. Also you'll have a lot of commodities in heavy loading in specialized rail equipment. This will all have a peculiar effect, and here piggyback can be a great benefit to railroads. For example, take branch-line service. There's one of today's big drains on the railroads. It's killing some of them—branch operations with thin-density traffic. There isn't any reason why, eventually, branch-line patrons 20, 30 or even 50 miles from the main line can't be educated to use piggyback. Freight will come to the main-line point on flat car and go the rest of the way over-the-road. Anytime you get railroads down to where they have relatively dense traffic on all lines you won't have to worry about them so much.

Q. Do you see another major, specific traffic swing to piggyback? For instance, the last few years have brought a sensational swing to rail in auto traffic. While most of this is moving now on rack cars instead of by piggyback, it was an off-shoot.

A. As a matter of fact, the first autos were piggybacked on TTX flat cars—and the TTX idea had a great effect on the rise of piggyback. Now, there's a lot of talk about moving dry freight west, for instance, to California, and getting fruit and vegetables east. The high cost of refrigerator trailers—about $15,000 a trailer—is slowing this down. But there isn't any doubt but what the technique should hold a lot of traffic to the rails. I think there'll be a considerable break-through on the hauling of agricultural implements—tractors, for instance. The rails have lost an awful lot of tractor and combine business. And while I'm not sure whether it'll go piggyback or on some kind of modified racks, it'll be on the rails. There's no reason it can't be piggyback because what the railroads lost is now on trucks—and you can load the trucks on flat cars if nothing else.

Q. Mr. Sperry, how do you regard the ICC's investigation and proposed new rules for piggyback?

A. If they don't watch themselves, they'll succeed in reducing piggyback traffic. I think the plans as they stand today are all right. There are, sure enough, some abuses. In my opinion, all that's needed is to correct these abuses, perhaps—and eliminate the matter of common carrier transportation officers out-jockeying each other. I think the present ICC investigation should be directed more at correcting abuses than at a fundamental revision.

Q. What do you think of the $5-per-trailer payment being assessed by the Teamsters in many places?

A. I don't think Hoffa's Teamsters are a bit different than other people displaced by diesels or IBM machines, or unlike any other victims of technological displacement. Hoffa doesn't hesitate to use technological advances. His men come across the turnpikes with two 40-foot trailers behind one tractor. What is that but knocking one job out? It just depends on whose ox is being gored.

Q. What about private carriage?

A. I think all common carriers did a lot to drive shippers to their own trucks. Maybe the railroads are a little more to blame than the truckers because the railroads couldn't, for a long while, give the same kind of service as the truckers could. I think piggyback is helping to bring a lot of this traffic back. It may take time to get some of these folks back to common carriers because they're not going to abandon their investment. But with snappy service and piggyback's flexibilities, they'll come back.

Q. Do you think railroad men understand the use of this new medium—piggyback—as well as they should?

A. I think they're beginning to. It was a long, hard drag to get them in line and get them to realize the importance of loading and unloading and delivering promptly. I think railroaders generally are becoming much more aware of the usefulness of piggybacking as a sales and traffic tool. I think most of the original objectors to piggyback on the railroad have been pretty well converted by now—even the most hard-headed of the operating and traffic folks who were skeptical, often with good reason, years ago.

Q. Are shippers also becoming expert in the use of piggyback?

A. More and more of them are. And, of course, the ones with their eyes glued to the service and costs involved were the pioneers here. Traffic managers are doing a lot of thinking and a lot of figuring on piggyback. I think the part that's past is just the beginning of a long chapter in rail operations. Piggyback is just bound to be the thing from now on. **END**

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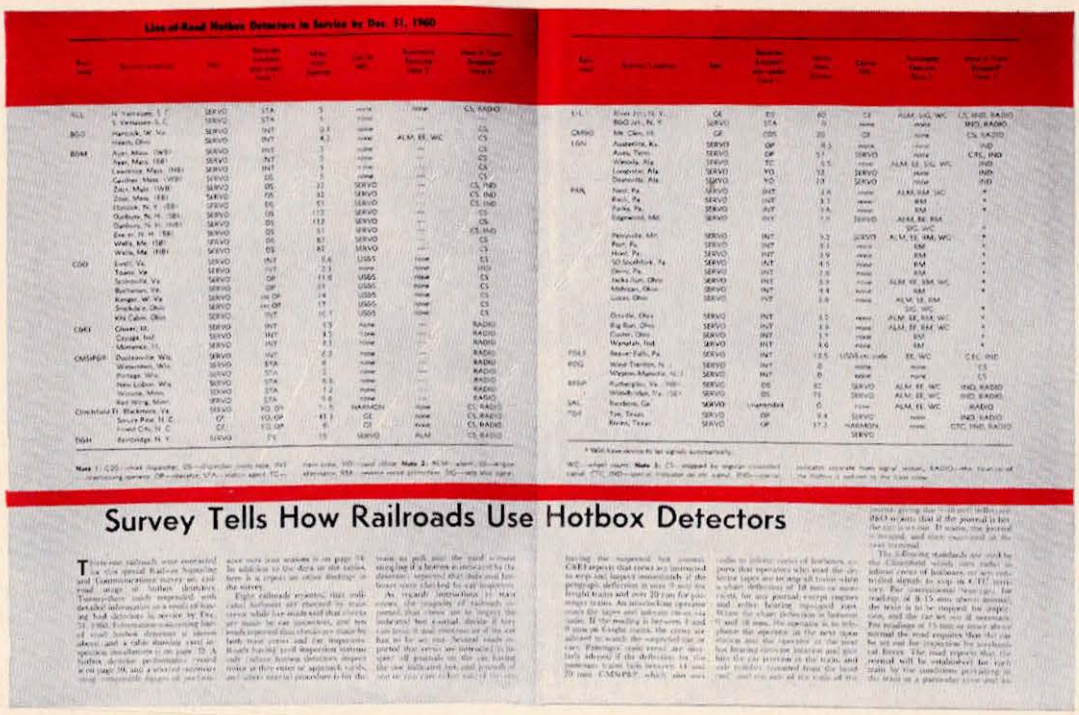

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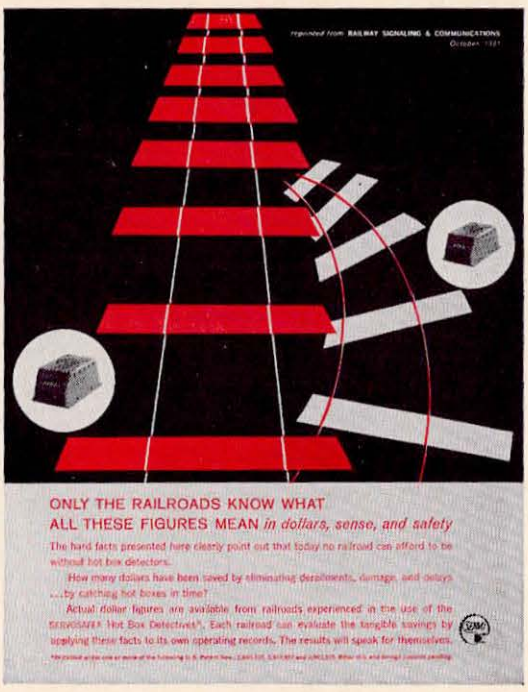

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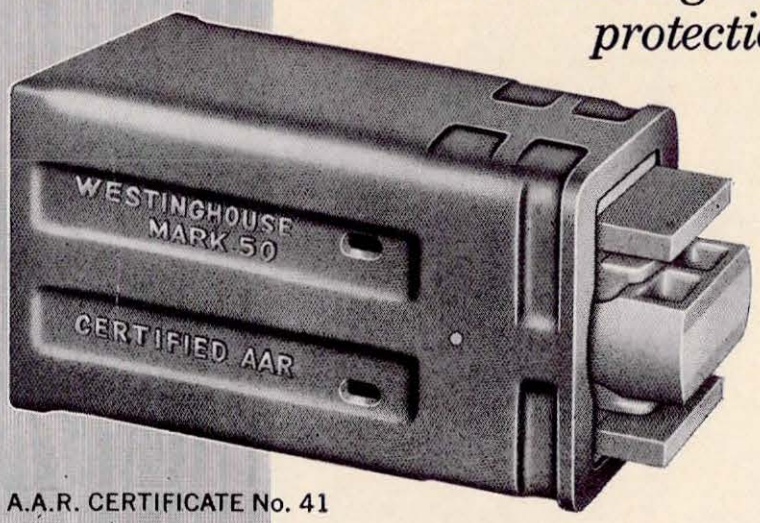

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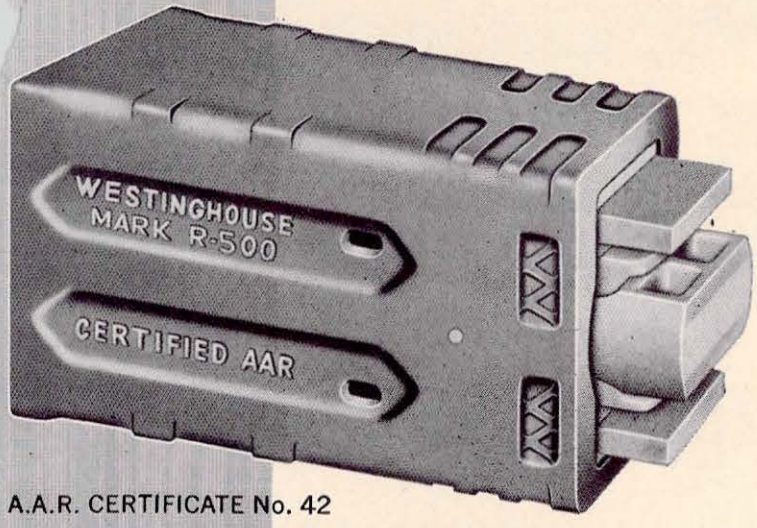

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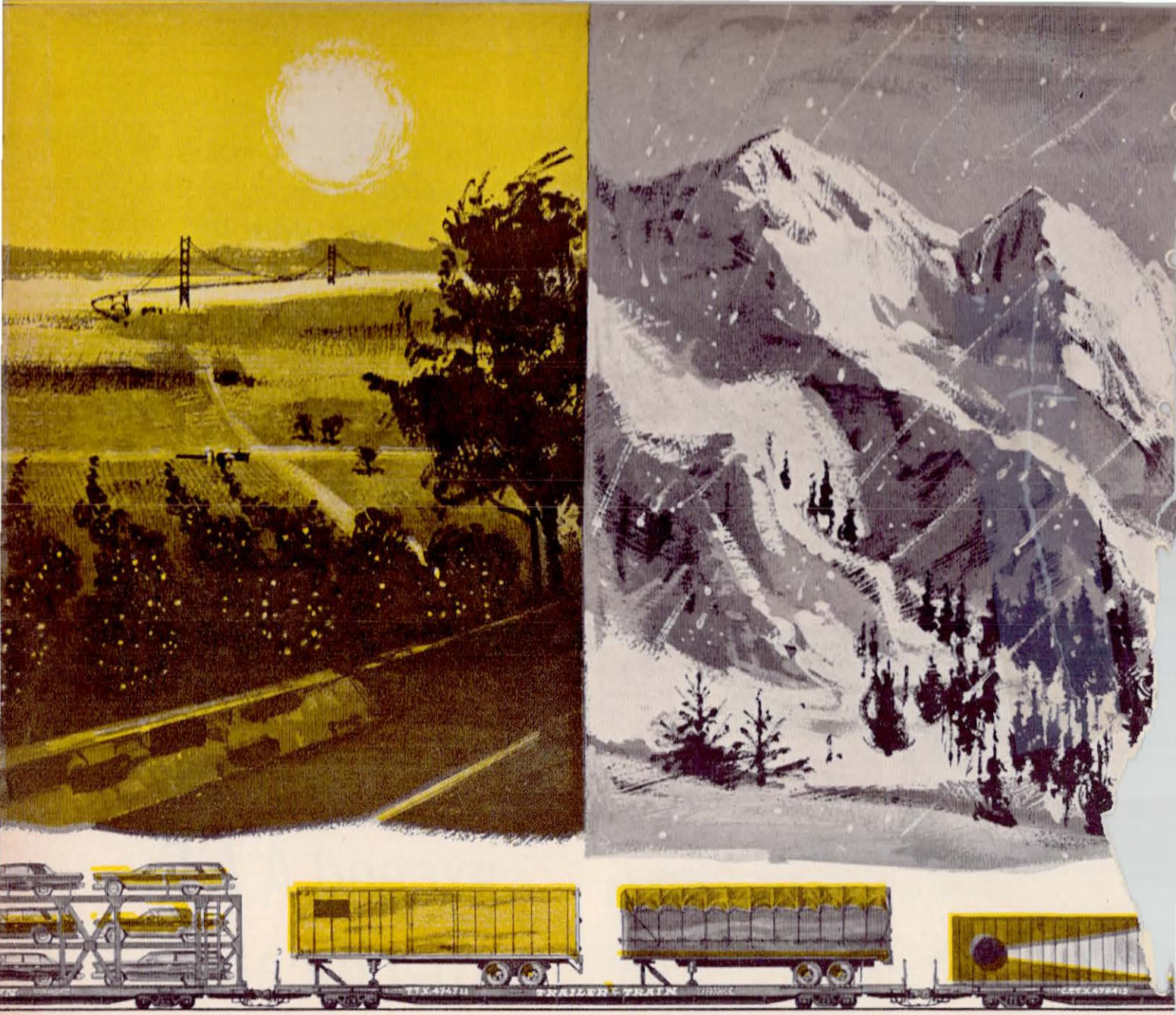

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FOR FAST PIGGYBACK SERVICE, CONTACT ANY OF THESE MEMBERS OF TRAILER TRAIN COMPANY

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The long haul from coast to coast sometimes spans the four seasons of climate. But if it's snowing in the Rockies, or sleeting over the Great Plains, Trailer Train's members will get your piggyback shipments through.

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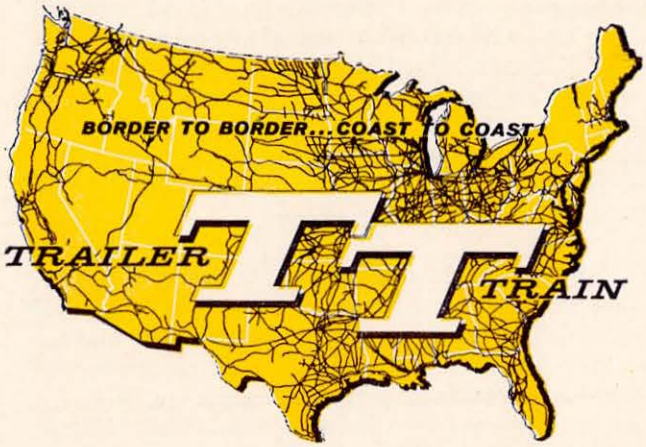
You should be using this modern form of transport. Find out why it is widely acclaimed by shippers. For detailed information regarding piggyback and your shipping needs, call any of the member companies listed here.

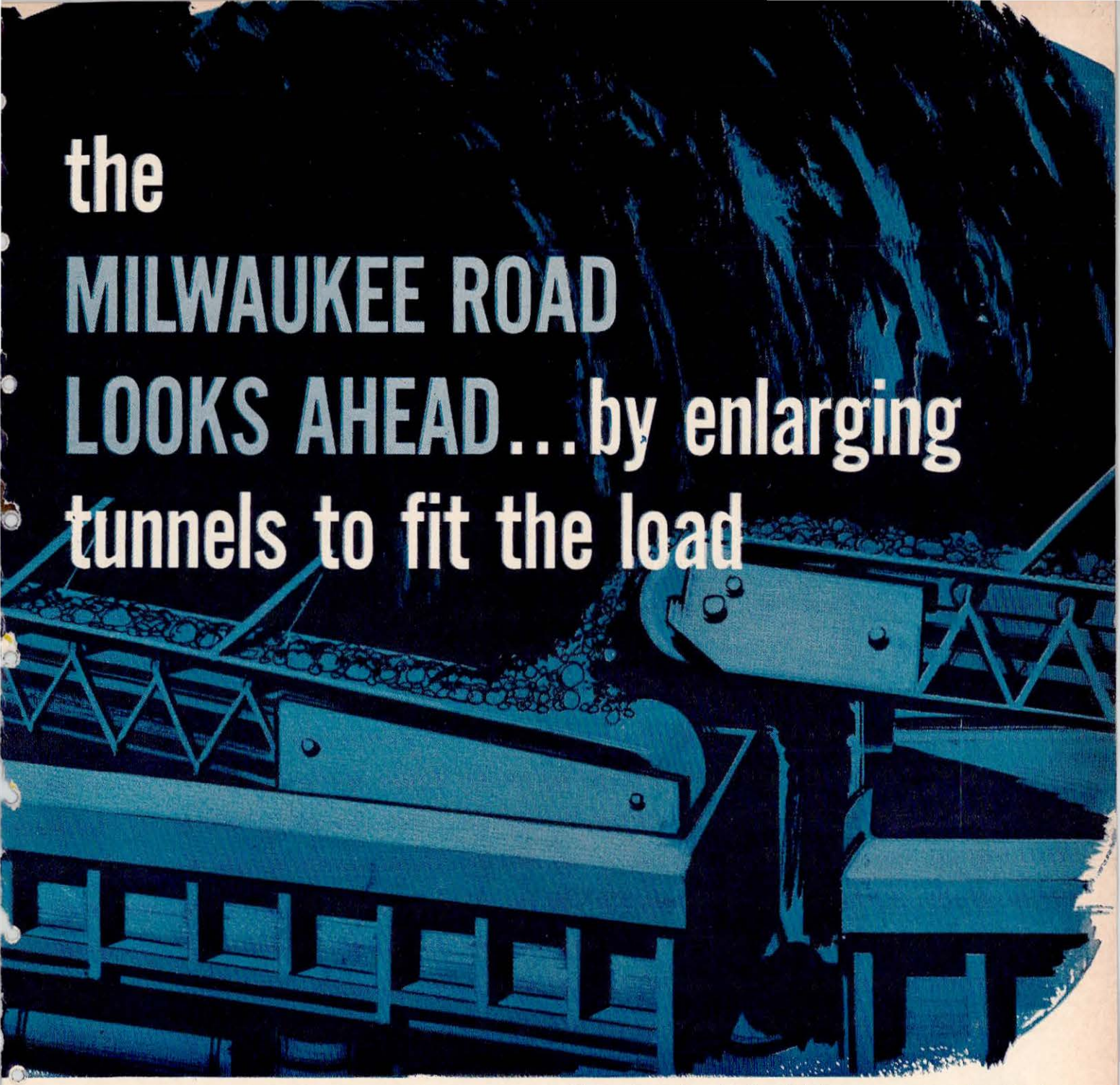


6 Penn Center Plaza • Philadelphia 3, Pa.

What happens when a railroad accepts an outsized load too big to go through a tunnel? Reroute the shipment or change the load? Not so with the Milwaukee Road—they change the tunnel. The result was that in late 1961, the Milwaukee Road finished lowering the floors in thirty-one mountain tunnels on their transcontinental main line. This involved tunnels in Montana, Idaho, and Washington.

The idea originated with the road's traffic and engineering officials. A study was made of the volume of triple deck auto-racks, and other new traffic moving over today's railroads. This included movement of large industrial ladings such as transformers, turbines, boilers, generators and even large prefabricated houses were studied. The results indicated that a project to lower tunnel floors was justified.

Construction techniques had to be devised so that the interruption of train schedules was held to a minimum. This meant close contact had to be kept with the division dispatcher. It was necessary to use two different methods of excavation. One involved the removal of material by a system of conveyor belts mounted on air-dump cars. The other called for removal of short sections of tracks followed by quick break up of the rock floor by a blasting and ripping operation. The loosened material was pushed out by bulldozers and the track was replaced in time for the next train to pass. Altogether seven miles of track was lowered from a minimum of 6 inches to a maximum of 24 inches. Whenever dust and fumes became a ventilation problem, the Milwaukee Road used its large snow blowers to maintain a satisfactory flow of fresh air.



the MILWAUKEE ROAD LOOKS AHEAD...by enlarging tunnels to fit the load

Undercutter and work train with belt conveyors mounted on top of dump cars carrying material out of tunnel.

In some instances, the equipment needed to do the job didn't exist. In these cases, the Milwaukee designed and built the specific unit in its own shops. With this unique planning and teamwork, construction went on at record speed.

This was truly a remarkable engineering accomplishment. Today, oversized loads are speeding to their destinations in the Pacific Northwest because of such ingenuity. The Milwaukee Road traffic and engineering departments have met the challenge of modern railroading.

American Oil Company is proud to be a part of the mighty transportation industry. We are especially pleased to serve the needs of the Milwaukee Road. We salute a company that is striving to improve its service and methods of expediting its customers' products.

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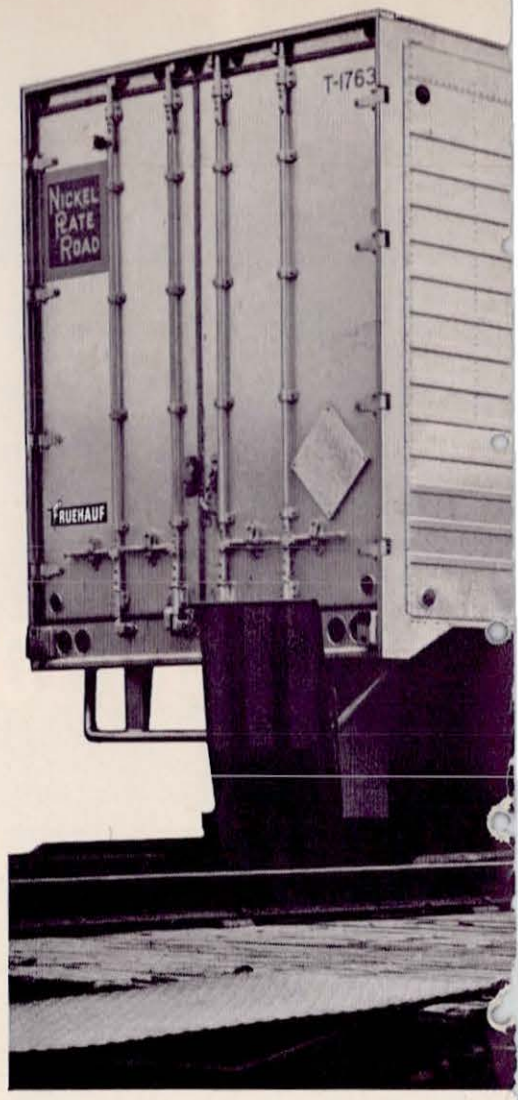
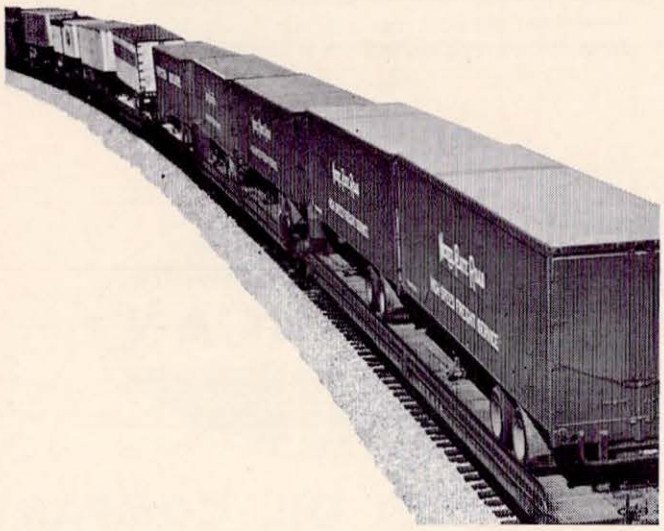
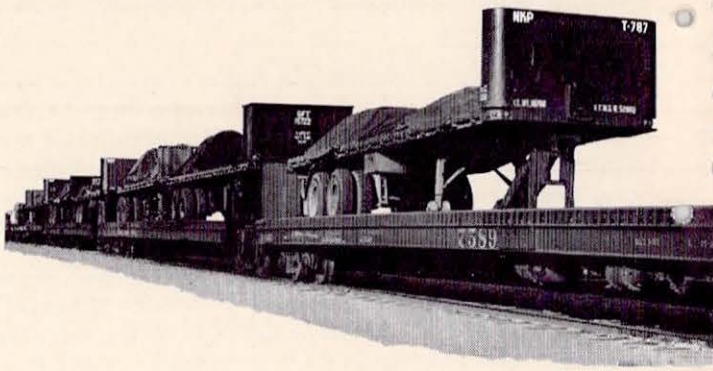
NICKEL PLATE HANDLES WIDE RANGE OF PIGGYBACK REQUIREMENTS WITH FRUEHAUF TRAILERS



A leader in the field of piggybacking, Nickel Plate uses a wide variety of Fruehauf Trailers to handle its steadily increasing tonnage. Over 600 Fruehauf Trailers . . . Volume☆Vans . . . reefers . . . open tops . . . flat beds . . . are helping Nickel Plate provide shippers with fast handling, high-speed deliveries, and door-to-door convenience.



FRUEHAUF produces the most complete line of sturdy, lightweight, big-capacity Trailers for piggybacking. They're built to take it, and they provide such outstanding advantages as greater usable cube; all-weather and all-temperature cargo protection; positive resistance to coupling impacts and braking forces; latest tie-down equip-



ment; less maintenance. Another advantage —Fruehauf's *complete* service facilities, in key cities from coast to coast, help keep them operating profitably year after year.

A substantial volume of all piggyback freight now moves in Fruehauf Trailers. Your Fruehauf representative will tell you why. Or, mail the coupon.

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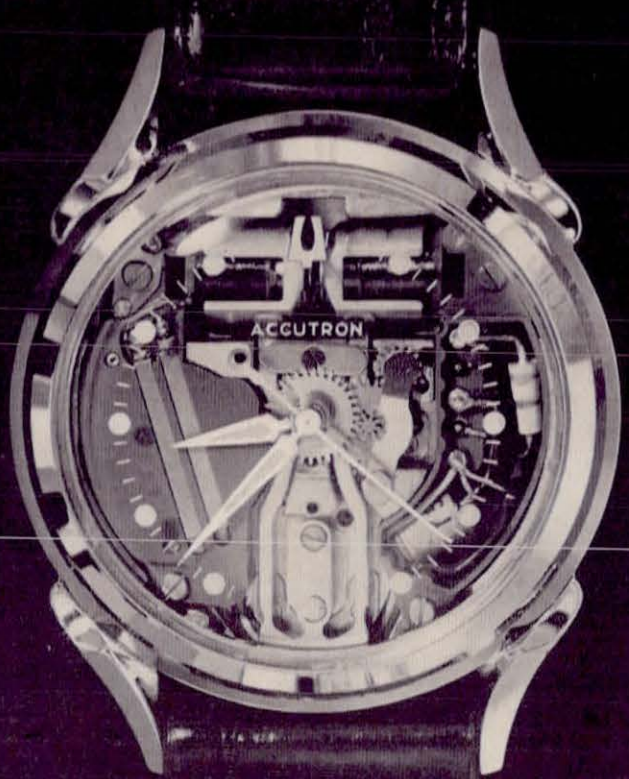
Why train crews of major U.S. railroads now wear ACCUTRON† instead of a watch

ONLY THE ACCUTRON TIMEPIECE is guaranteed 99.9977% accurate on your wrist (not just in a test laboratory).

ONLY THE ACCUTRON TIMEPIECE does away with the hairspring and balance wheel, the parts which limit the accuracy of all watches.

ONLY THE ACCUTRON TIMEPIECE—with just 12 moving parts—is so rugged, so trouble-free you can forget about usual watch maintenance and repair.



Revolutionary electronic tuning fork mechanism of ACCUTRON seen through transparent dial of "Spaceview" model. 14-KT gold case. $250.*

ONLY THE ACCUTRON TIMEPIECE keeps time by the constant vibrations of a tuning fork activated electronically. It doesn't tick. It hums.

THE ACCUTRON TIMEPIECE never needs winding — even off your wrist. Power cell lasts a full year. Second year's cell free. Additional cell only $1.50.

ACCUTRON was also selected as the timing device in the Telstar Satellite. It is designed to activate the mechanism that will turn off Telstar's beacon transmitter on July 16, 1964, precisely 17,730 hours from launching.

The ACCUTRON† timepiece is the first major advance in personal timekeeping in over 300 years!

Approved by The Atchison, Topeka and Santa Fe, The Cotton Belt, Southern Pacific, Western Pacific and Union Pacific railroads among others.

ACCUTRON "202" railroad-approved model. Yellow gold-filled case and steel back. Also available in brilliant stainless steel. Shock-resistant, waterproof,* dust-proof, anti-magnetic. $125.*

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The Accutron timepiece already has become the new world standard of accuracy. It's been purchased by the U. S. Air Force for every pilot in the X-15 project. It's worn by leaders in science, industry, government.

Start now to enjoy the convenience and prestige of this amazing new wrist timepiece. The "railroad-approved" model has a special dial with large, clear numerals for fast, accurate reading. It also has a unique "hack" mechanism that lets you set the hour, minute and second hands exactly—*to the second*. And it's so distinctively styled, it makes a handsome dress watch. See the other Accutron models, too.

For more information about Accutron for railroad use and free booklet, write Bulova Watch Co., Inc., Dept. 6,630 Fifth Ave., N. Y. 20, N. Y.

ACCUTRON guarantee of accuracy! Accutron is guaranteed by Bulova not to gain or lose more than one minute a month in actual daily use on your wrist. For one full year from date of purchase, the authorized jeweler from whom you purchased your Accutron timepiece will adjust it to this tolerance, if necessary, without charge.

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The only timepiece guaranteed 99.9977% accurate on your wrist. It makes the finest watches—even electric watches—obsolete.

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X-TAINERS allow the railroad and transoceanic carriers to offer their customers reduced shipping costs because of single handling within the plant, minimum packaging and crating, cellular storage on premises and immediate shipping anytime thereafter.

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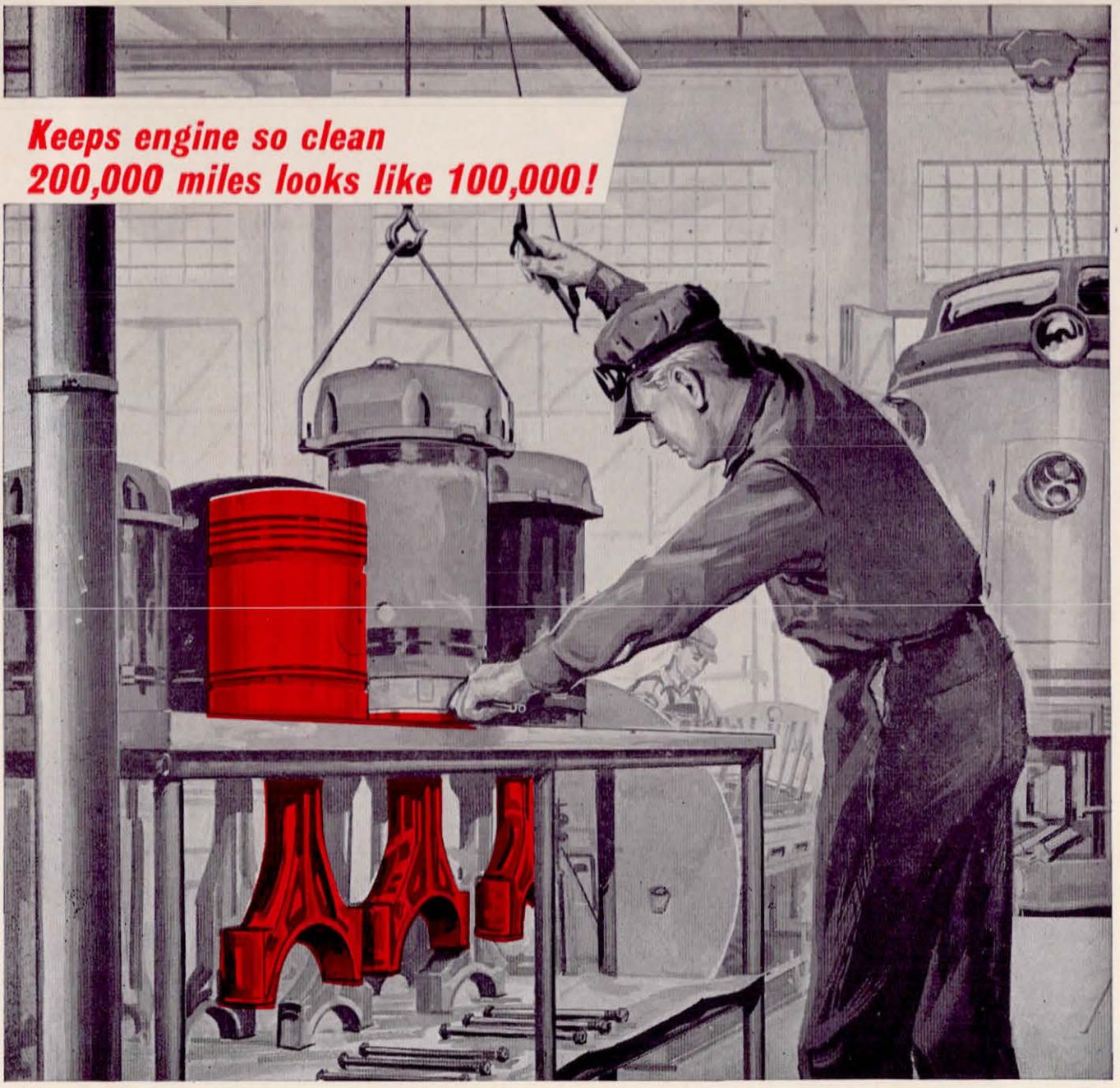

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What Shippers Want In TOFC Service

Fewer TOFC "plans"—and sub-plans—than are now available would satisfy some transport users, if the number of replies to this month's Traffic Poll provides an accurate indication of shipper sentiment.

While the nature of the month's questions makes mathematical tabulation of answers impossible, the replies as a whole fall into three major groups. In order of numerical strength, they favor:

1) Two, or at most, three, plans, provided by railroads alone; by railroads in cooperation with other modes of transport, and/or by railroads in cooperation with shippers;

2) "As many plans as are necessary to meet shipper needs"; and

3) Two plans, distinguished by type of service offered, i.e., door-to-door or ramp-to-ramp.

Representative of first-group replies is that of J. P. Taboika, general traffic manager, Cowles Chemical Co., Cleveland, who "agrees with the ICC that two basic types of TOFC, all-rail and joint inter-modal, are all that are needed." This, he adds, "would certainly simplify the piggyback picture. . . . So long as tariffs clearly explain the type of service, with applicable charges and rates, there is no practical purpose in identifying it by a particular plan number."

F. L. Partridge, director of traffic of the Burlington, Iowa, Shippers' Association, takes essentially the same stand: "Two [plans] are sufficient. Why set up a dozen? All that will occur will be confusion for all." For the two plans, Mr. Partridge suggests all-rail, "including shippers' trucks and requiring no authorization from the ICC"; and inter-modal, including all motor carriers for hire, REA Express and freight forwarders.

"The two plans or basic types mentioned by the Commission should be sufficient," in the opinion of P. D. Barziza, manager, traffic department, Peden Iron & Steel Co., Houston. "Details of ownership, etc.," could, he thinks, "be satisfactorily solved."

Three plans are suggested by W. G. Koplin, traffic manager, Salt Lake Hardware Co., Salt Lake City, and N. C. Zollar, general traffic manager, Lincoln Electric Co., Cleveland. In each case, their three plans are all-rail, inter-modal, and "shipper" or "public," under which, to quote Mr. Koplin, railroads "would haul any trailer offered by anyone at a tariff-published rate." He adds, however, that "if rail TOFC service contemplates also handling any or every trailer for anyone, then we would need only two types."

Three plans are proposed by A. C. Roy, director of traffic, Pennsylvania Glass Sand Corp., Pittsburgh. Under a "basic" Plan I railroads would supply service only, with users supplying cars and trailers; under his suggested Plan II, railroads would furnish cars, and users, trailers; under Plan III railroads would supply both cars and trailers. Inter-modal TOFC, he says, would be taken care of under Plan II, with rates jointly published, and "service given to motor or water carriers the same as to an industrial or freight forwarder shipper who supplies his own trailers."

A one-plan "integrated truck-train-truck service" would satisfy Eugene Leach, traffic manager, Tung-Sol Electric, Newark, N.J. On the other hand, L. F. VanKleeck, traffic manager, Brown Co., Berlin, N.H., suggests five plans—all-rail, rail-water, rail-truck, rail-forwarder and rail-shipper.

H. H. Kohn, TM, Linwood Stone Products Co., Davenport, Iowa, advocates essentially the same plans as Mr. VanKleeck's first three. In the first, or all-rail, he would include "railroad or industry-controlled trailers without highway travel beyond the commercial zone at origin and destination." Under rail-truck he would put highway trailers in rail service and highway or rail trailers moving on joint rates. His rail-water (or rail-water-highway) plan would cover trailers moving on joint or separate rates to or from intercoastal points. Such a set-up, he says, would promote efficiency, avoid duplication and save cost; utilize the inherent advantages of each transport mode; and give shippers the benefit of flexibility.

Three plans are favored by W. K. Cabot, general traffic manager, Johnson & Johnson, New Brunswick, N.J. They would be rail-billed (present Plan II); shipper equipment (present I, III and IV); and coordinated motor-rail-motor with through rates and routes (present Plan V). Under his second plan (shipper equipment), he "would not differentiate between an industrial shipper and a carrier shipper," which explains the linkage between it and present Plan I. Railroads, he says, should supply the flat car and provide terminal-to-terminal service. As a sub-plan Mr. Cabot suggests shipper provision of the car.

The second group of respondents—

(*Continued on page 106*)

NOVEMBER TRAFFIC POLL

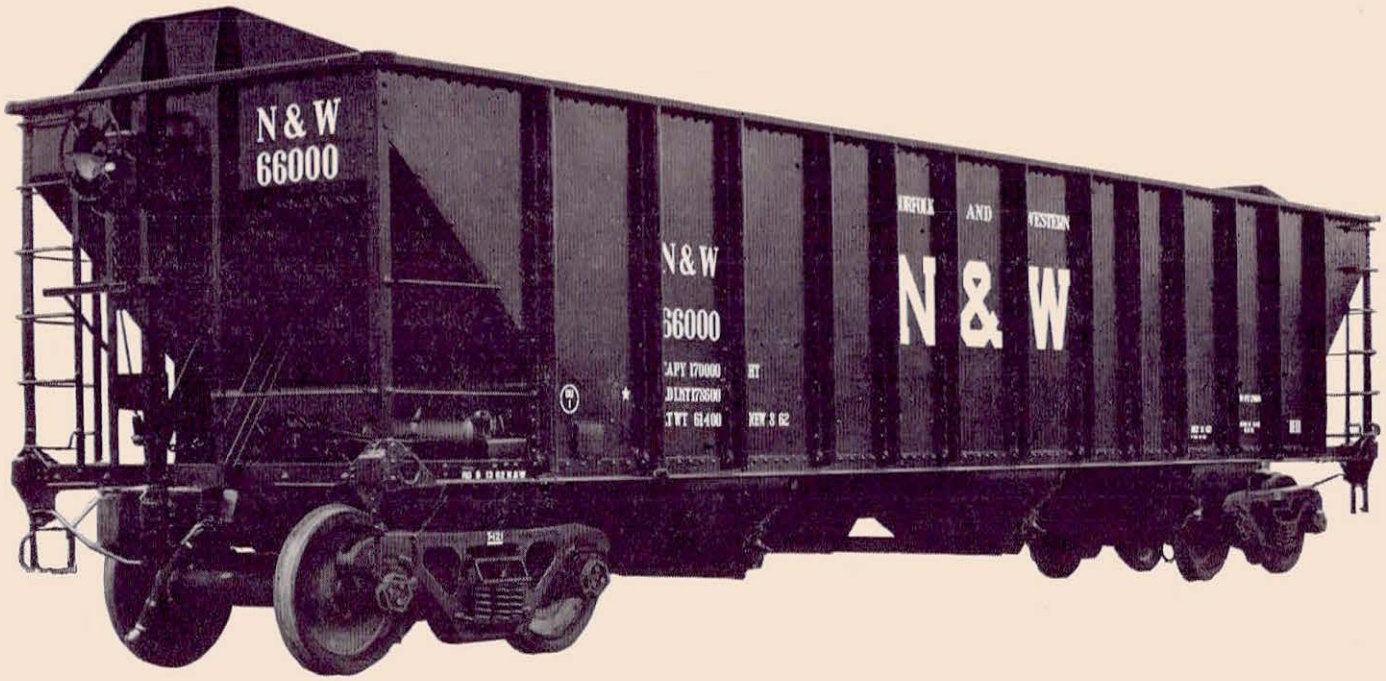
PROPOSITION

In its current investigation of piggybacking (Ex Parte 230), the ICC has proposed, "for interested parties to shoot at," rules which would: (1) Eliminate present plan-number terminology; and (2) recognize two basic types of TOFC service—all-rail and joint inter-modal (rail-highway, rail-water or rail-highway-water).

QUESTIONS

(1) Regardless of plan numbers or names, how many basic types of piggyback service do you think are needed? (2) What do you think should be the basic characteristics of each?

Because of the nature of the questions, replies were not subject to precise tabulation. Generally, however, they fall into three groups. The largest pretty much follows the ICC proposals in advocating two or perhaps three plans, classified by who provides them—railroads alone, railroads and other modes of transport, or railroads and shippers. The smallest also accepts the two-plan idea, but would classify them according to type of service, i.e., door-to-door or ramp-to-ramp. The third group, midway in size between the other two, wants "as many plans as necessary" to meet shipper needs.



This is one of 300 N&W cars recently equipped with Brenco crown-taper Roller Bearings

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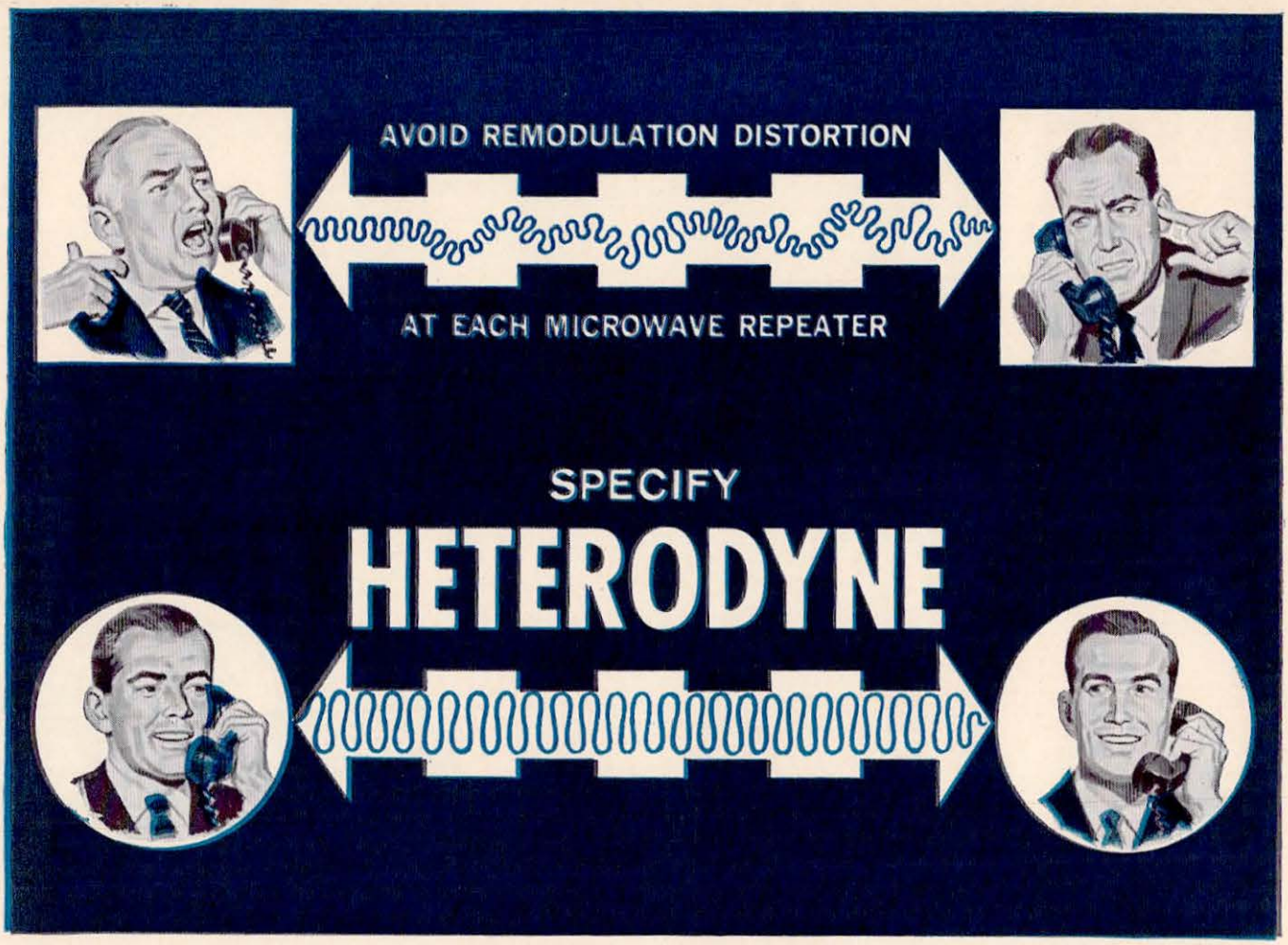

You wouldn't take the "local," if you could take the "express," so why buy a microwave system that handles your through-traffic as though it were local traffic. The new RCA CW-60 *Total* Solid State Microwave provides an "express" route for through-channels via heterodyne repeater stations for consistently low intermodulation and high-level stability. When you specify HETERODYNE you eliminate remodulation distortion inherent to systems using back-to-back terminals as repeaters. With heterodyne operation, you get sharper, clearer reception every time . . . no garbled or distorted messages! There's no need for channel regulators either since level stability is inherent with a heterodyne design.

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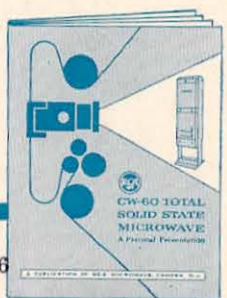

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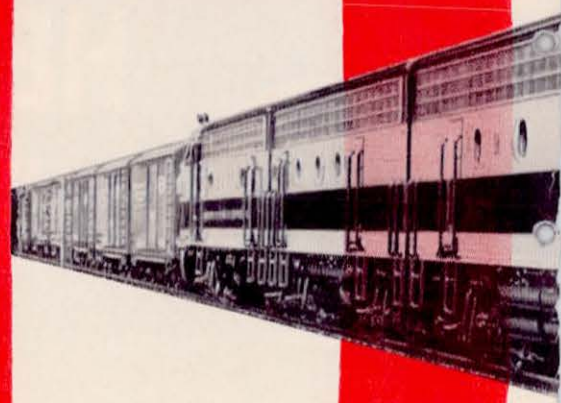

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The Richmond, Fredericksburg and Potomac Railroad Company has, for more than 127 years, furnished fast, frequent freight and passenger service between Richmond, Virginia, and the Washington, D.C. area. The road has an outstanding record of safety and dependability.

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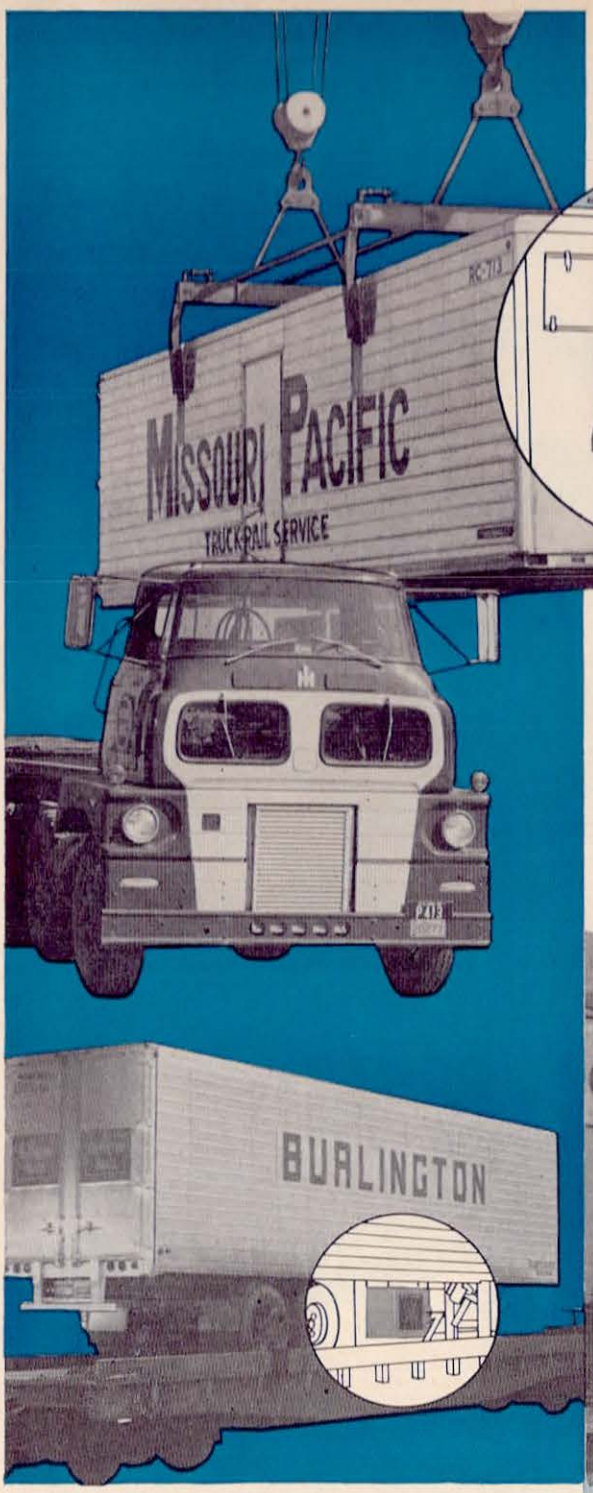

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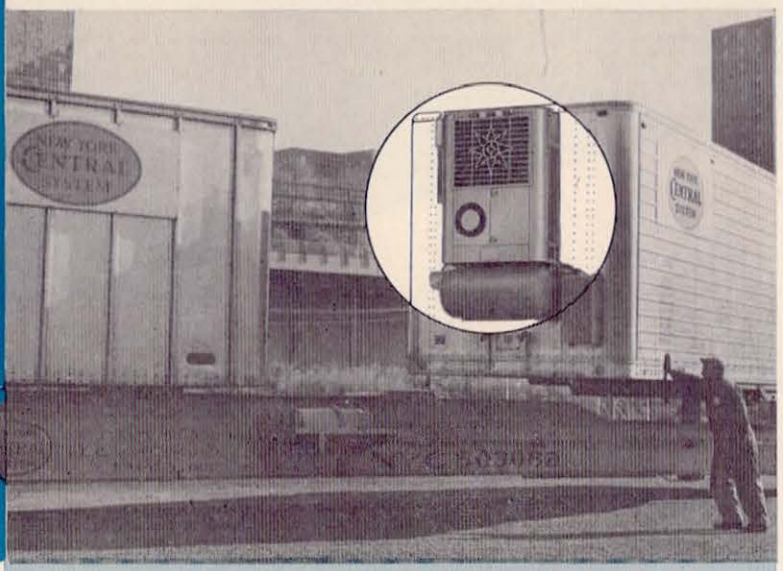

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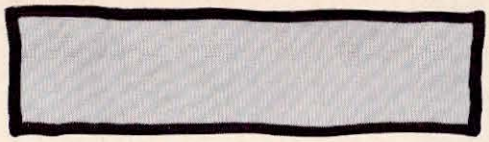
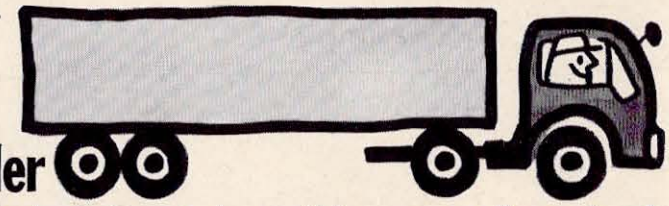


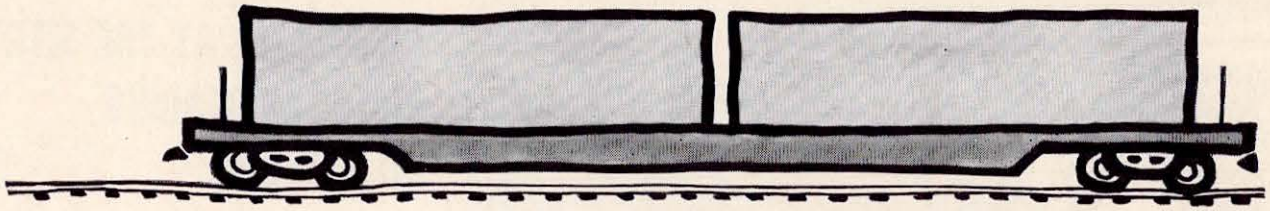
This is a Strick Flexi-Van container

Strick designs this 40-footer to hold anything—liquid or solid, hot or cold—that can be shipped. It's the best container made.



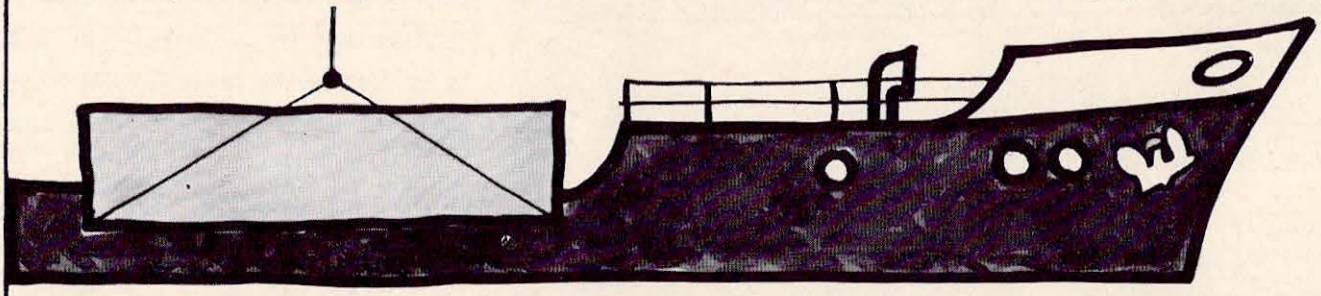
This is a Strick Flexi-Van trailer

It's a Flexi-Van container with wheels attached. It can do anything any ordinary truck trailer can do—only more. And then it does something only Flexi-Van can do: it side-loads its van on or off a train—anywhere—at any Whistle Stop Junction or Big City Station.



This is a Strick Flexi-Van train

In only 4½ minutes a tractor swings its Flexi-Van container onto a flatcar to make up this train. No unloading cargo. No uncoupling trains. No cranes to do the lifting. No loading ramps. Just Flexi-Van. And only the container goes onto the train. No expensive wheels ride along to raise the height and increase the weight. Flexi-Van sits flat and cushioned to avoid jolts and bumps on its car. That's why Flexi-Van trains barrel along up to 90 mph.

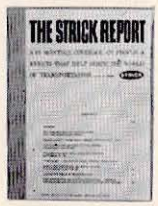


This is a Strick Flexi-Van freighter

Flexi-Van containers are swung on board ship from dockside by conventional shipboard loading device. (Containers are also equipped for handling by fully automatic equipment.) The bogie wheels are left dockside. Once aboard, these seagoing vans can be stacked vertically without any extra equipment.

All this is the Strick Flexi-Van system

Whether you ship one or all of these modes of transportation, you can do it all with Flexi-Van, manufactured by The Strick Trailer Company. Strick now prints a regularly bimonthly report of interest to all concerned with the field of freight transportation. A request to Strick, Dept. XD, Fairless Hills, Pa. on your letterhead will put your name on the list. It will be yours free.

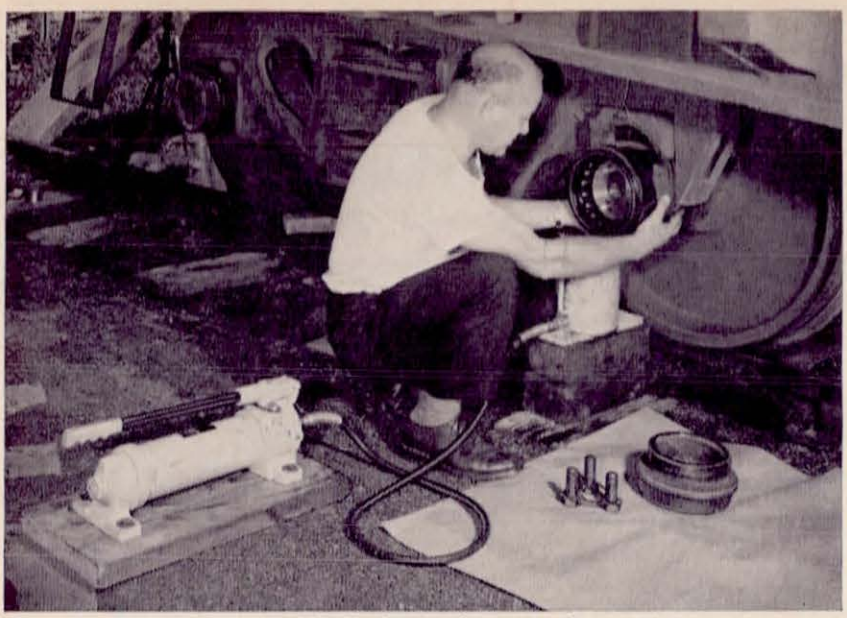


STRICK MOVES IT BETTER, FASTER, AND FOR LESS

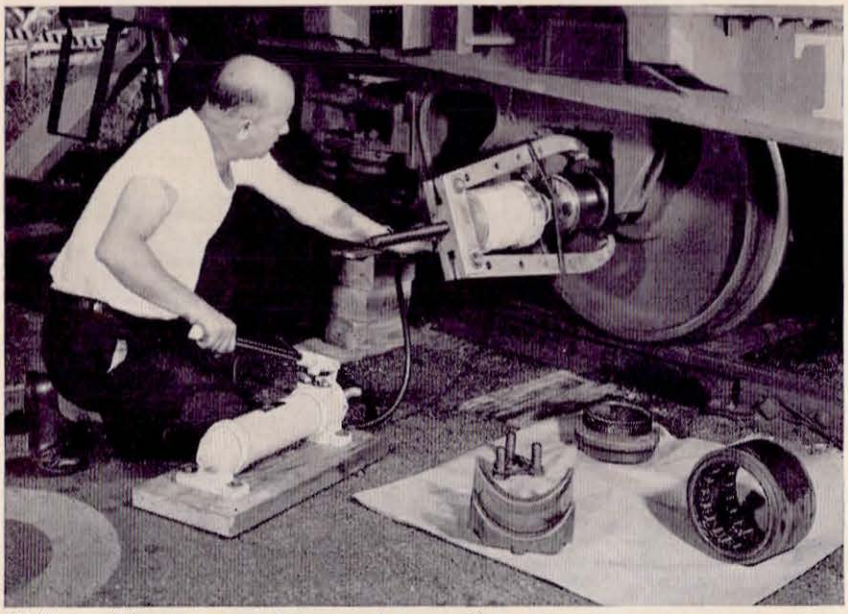
FLEXI-VAN

STRICK

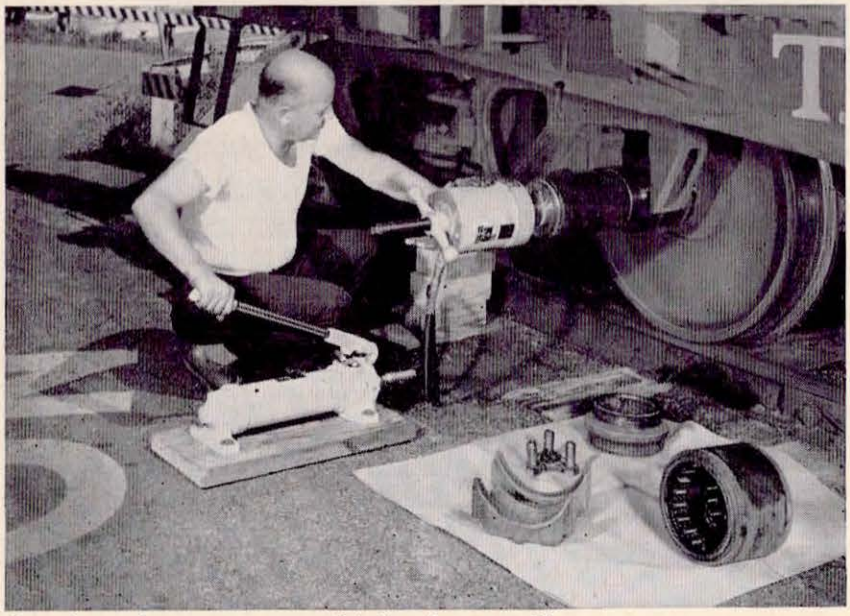
STRICK TRAILERS: Fairless Hills, Pa.
Chicago ■ Charlotte ■ Los Angeles



Removing outer race assembly for inspection or replacement.



Pulling off inner race and rear enclosure collar.



Pressing on inner race or complete bearing assembly.

SKF ADDS THE FINAL STEP FOR A COMPLETE "AT-THE-SITE" RAILROAD BEARING INSPECTION

With SKF's new portable hydraulic "Pull and Press" rig, you can remove the entire Expediter bearing assembly, inspect it and press it back on the axle again. This recent development is part of SKF's continuing effort to provide you with the easiest, fastest, most complete maintenance of any railroad journal roller bearing.

For more facts, contact SKF Industries, Inc., Railway Sales Department, Philadelphia 32, Pa.

GEARED TO PROGRESS
RI
MEMBER

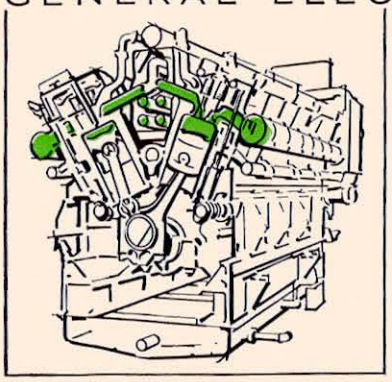
6242

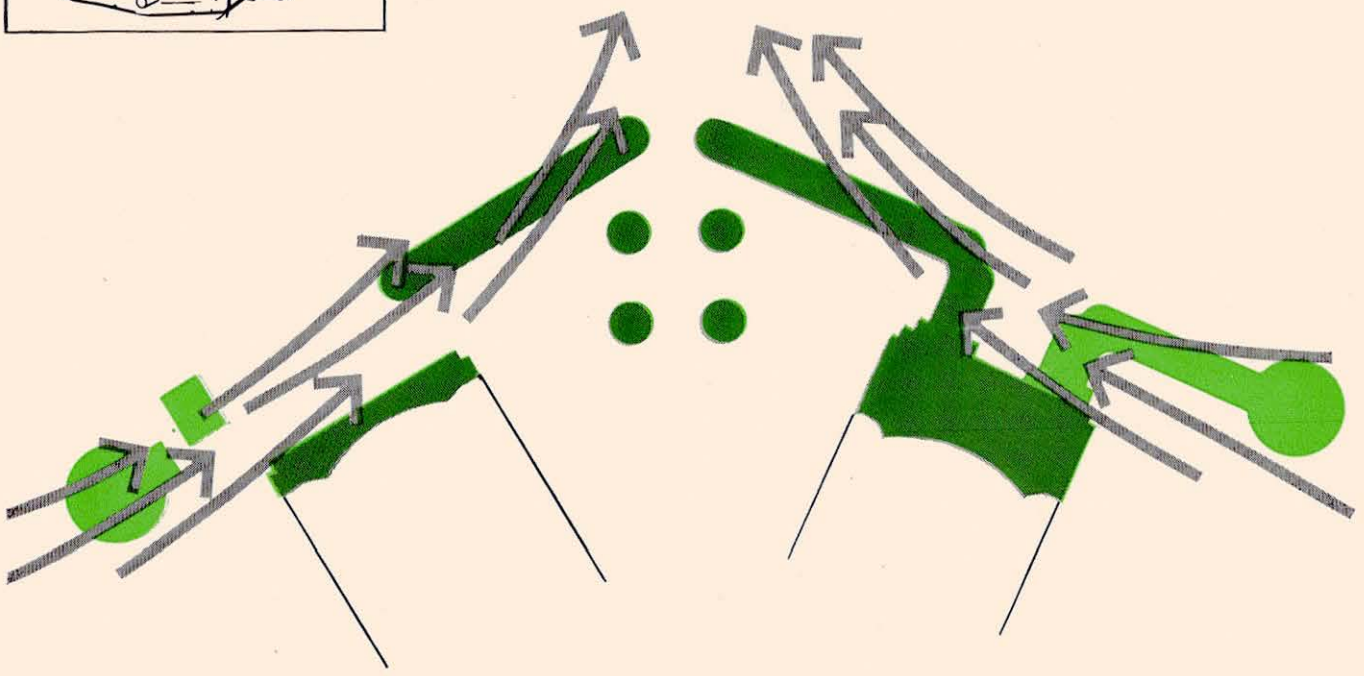
SKF® MOTION ENGINEERING

Advanced ball and roller bearing technology

GENERAL ELECTRIC DIESELS: PROVED VALUES

Accent on VALUE





AIR CLEANER THAN YOU BREATHE

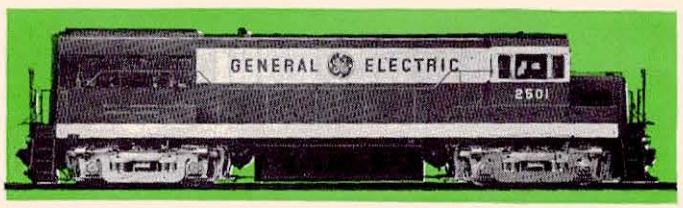
A low-maintenance dividend from the General Electric engine on the U25B is provided by air twice-filtered to a new high in purity.

The unique primary air cleaner on the U25B delivers virtually dirt-free air to secondary filters. There, the air is further cleaned before it is turbocharged and cooled for engine use. Air received by the secondary filters is so clean that filters seldom need servicing. The primary cleaner requires no maintenance.

Another added value comes from having both intake valves located next to the air manifold on the outside of the engine, and both exhaust valves next to the exhaust manifold in the center of the Vee. Great quantities of clean, cool air are provided, and gases flow essentially straight through the cylinder. Result: engine breathing is improved, and exhaust temperatures are lowered.

For more information on the advanced design of the U25B diesel, contact your General Electric Transportation Sales Engineer or write for the G-E Diesel Engine Book, Locomotive Section, General Electric Company, Erie, Pa. 117-14

GENERAL ELECTRIC



SCISSOR YOUR SHIPPING COSTS! GO PIGGYBACK BY ATLANTIC COAST LINE

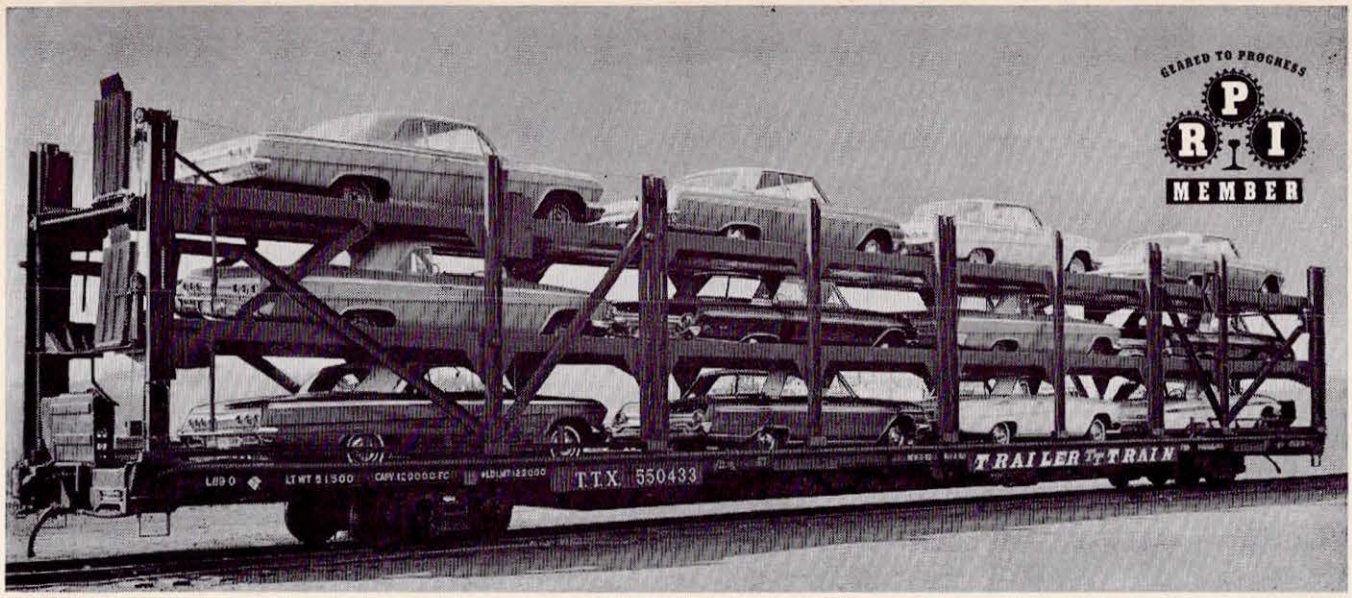
The proof is in the Piggybacking—on Coast Line, at any rate. Dollar for dollar, you save money and time when you ship Piggyback on Coast Line. Your products are picked up directly from your door and moved immediately onto waiting flat cars. At destination, trailers are hauled at once to your customer's unloading dock. There's only one waybill—and no weather or highway hazards to halt or detain your freight. Coast Line already has 50 Piggyback ramps, and quick access to scores more, so diversion and reconsignment of goods is no problem. Try Coast Line's Piggybacking services soon. Just see your Coast Line agent or contact our Piggyback specialist, P. G. Back.

"Thanks for Using Coast Line"

Write or call:
P. G. Back
Trailer Train Service
Atlantic Coast Line Railroad
Jacksonville, Florida

ATLANTIC COAST LINE RAILROAD

. . . serving the Southeast Coastal 6



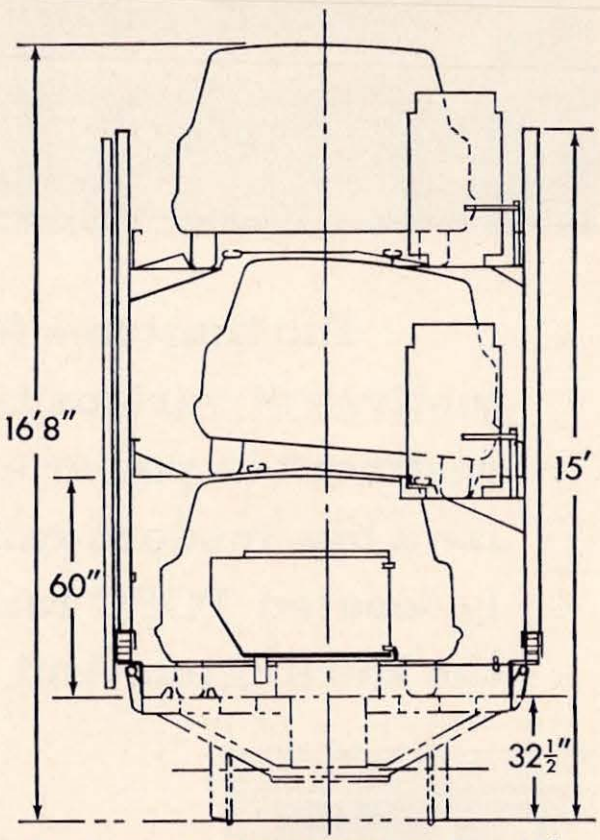
The Dana R-3 Rack measured 16′ 6⅝″ from top of rail to top of load, as shown above at a recent public demonstration.

DANA LOW-CLEARANCE RACKS ROLL THROUGH TIGHT TUNNELS

Roads with Problem Clearances Can Now Handle Auto Traffic

A new Dana-designed Auto Rack, mounted on 89′ low-clearance flat cars—allows railroads to make tri-level shipments where overhead clearances are 16′ 10″ or more.

The R-3 is designed for compatible *through loading* with other tri-level racks. All deck areas are clear. No blisters or special positioning of automobiles is required. Ends of racks are elevated for unloading—and lowered upon completion of loading. The operation is fast and simple using a conventional electric wrench. Cushioned with Dana's proven *Shear Pads*, the R-3 Rack reduces impact forces 50% to 75%.



Dana's unique nesting arrangement allows 60″ deck spacing with only 16′ 8″ overall clearance.

FOR FULL INFORMATION CONTACT:

DANA Spicer **DANA CORPORATION** Dept. 86, Toledo 1, Ohio

SERVING TRANSPORTATION—Transmissions Auxiliaries • Universal Joints • Clutches • Propeller Shafts • Power Take-Offs • Torque Converters • Powr-Lok Differentials • Gear Boxes • Forgings • Axles Stampings • Frames • Railway Drives • Retarders

Burlington's 82 new diesel freight locomotives of various types are a $17,000,000 investment in power and progress. They symbolize a big, modern railroad—with 68 strategically-located TOFC ramps along 11,000 miles of the Burlington. And it's all at your service!

H.C. MURPHY, President

Burlington Route

BURLINGTON LINES

"EVEREADY" Your "green light" to safety . . . *with savings*

Why spend 73 maintenance calls per year to keep each oil switch lamp burning?

ONE CALL does the job— and does it better— when you *electrify your lamps* • You get virtually 100% unattended operation— brighter, more uniform light • In addition, with "EVEREADY" "Air Cell" batteries you get dependable, low cost, all-weather power • Batteries are activated by simply adding water— you use them up and throw them away • Ask for the complete money-saving story on electrifying your oil lamps with "EVEREADY" "Air Cell" batteries!

"Eveready," "Air Cell," and "Union Carbide" are registered trade-marks for products of

NATIONAL CARBON COMPANY

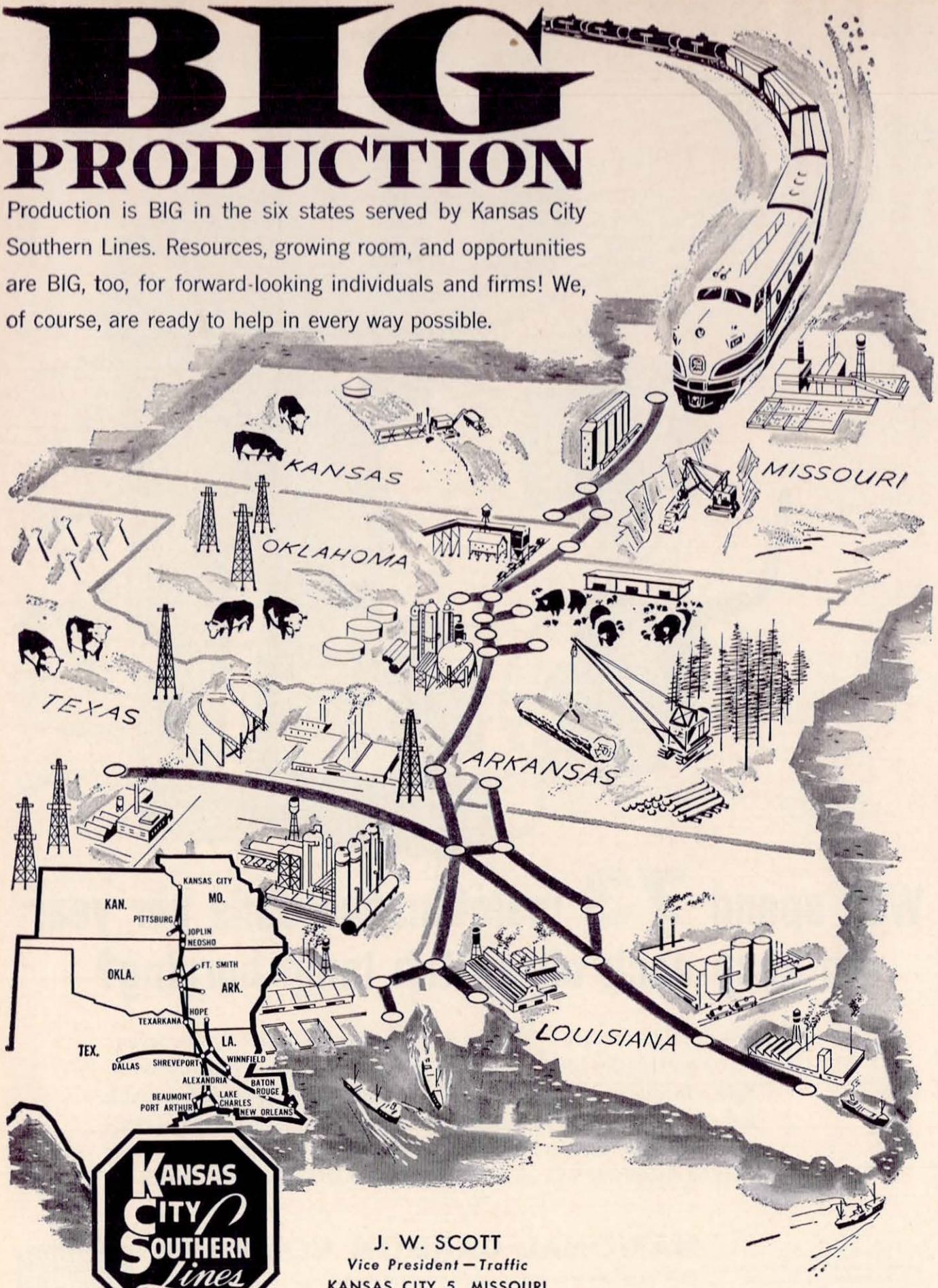
Division of Union Carbide Corporation • 270 Park Avenue, New York 17, N.Y.

IN CANADA: Union Carbide Canada Limited, Toronto

UNION CARBIDE

BIG PRODUCTION

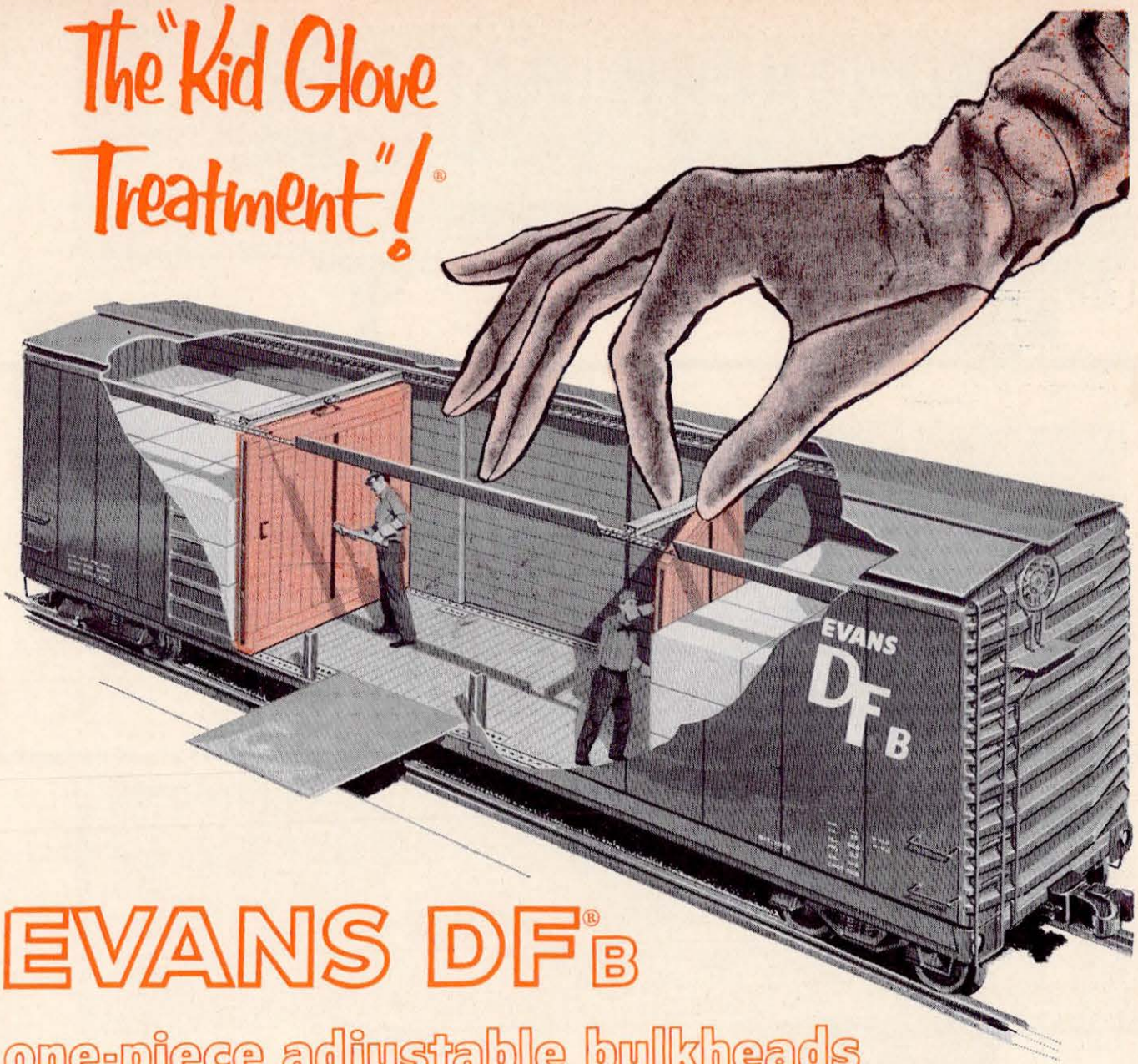
Production is BIG in the six states served by Kansas City Southern Lines. Resources, growing room, and opportunities are BIG, too, for forward-looking individuals and firms! We, of course, are ready to help in every way possible.



KANSAS CITY SOUTHERN Lines

J. W. SCOTT
Vice President—Traffic
KANSAS CITY 5, MISSOURI

The "Kid Glove Treatment"!®



EVANS DF®B

one-piece adjustable bulkheads

- FOR FASTER LOADING
- FOR PACKAGED AND PALLETIZED LADING
- VIRTUALLY ELIMINATES DAMAGE
- CUTS LABOR AND MATERIALS EXPENSE
- A ONE-MAN, ONE-LEVER OPERATION
- FOR USE IN PLAIN, REFRIGERATED OR INSULATED CARS

DFB lightweight aluminum or steel bulkheads travel quickly on overhead beam to brace loads anywhere in car. Bulkheads lock against either sidewall of car, giving lift trucks plenty of room to maneuver.

Shippers: get all the advantages of DFB bulkhead cars at no extra cost! Ask your railroad or write Evans Products Company, Dept. G-11, Plymouth, Michigan.

DFB . . . FOR CONTROLLED PROTECTION OF LADING

Hallmark of Quality Products

EVANS PRODUCTS COMPANY
PLYMOUTH, MICHIGAN

RAILROAD EQUIPMENT DIVISION

(Manufactured and sold in Canada by International Equipment Company, Montreal)

No two RAILROAD PIGGYBACK needs are alike, but

More and more, major railroads are taking advantage of Great Dane custom-built trailers to meet specific commodity hauling needs. The special design and construction needed for piggyback trailers has been applied successfully to hundreds of trailers built for use by railroads. Each railroad has different needs. Great Dane piggyback engineering has met these needs for more profits. Insulated produce trailers, dry cargo vans, frozen foods haulers, meat rail trailers, demountable containers, all have been custom-built by Great Dane. The engineering and craftsmanship experience which has gone into trailers for other railroads is available to you to make your piggyback operation more profitable. Take the first step toward getting complete details without obligation now! Write to Great Dane Trailers, Inc., Savannah, Georgia.

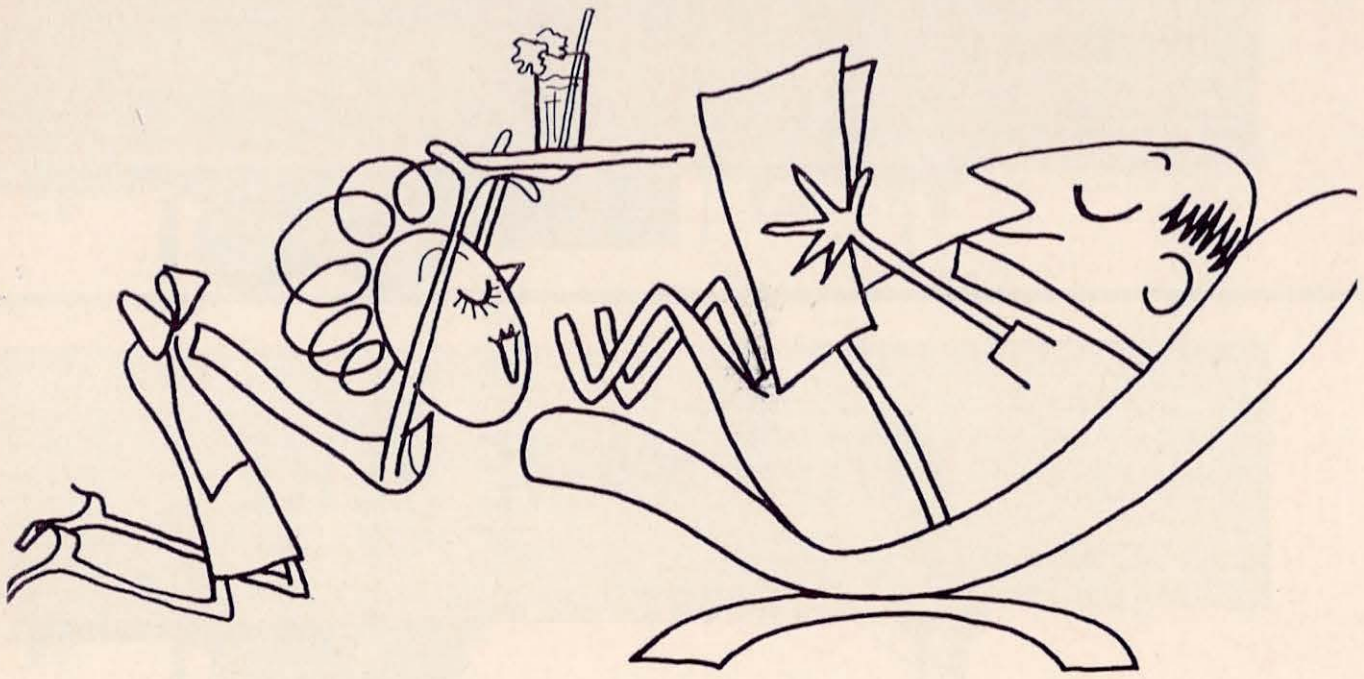
all can count on Great Dane Trailers for more profitable piggyback service

Send for the free folder, "Modern Piggyback Transportation Service with Great Dane Trailers."

Great Dane Trailers, Inc.

SAVANNAH, GEORGIA

The Quality Product in Piggyback Trailers



EVEN YOUR WIFE WILL BE IMPRESSED

—when you tell her that the Treasurer praised you, the V.P.-Traffic congratulated you, the C.M.O. thanked you for insisting on Edgewater wrought steel wheels for your freight cars.

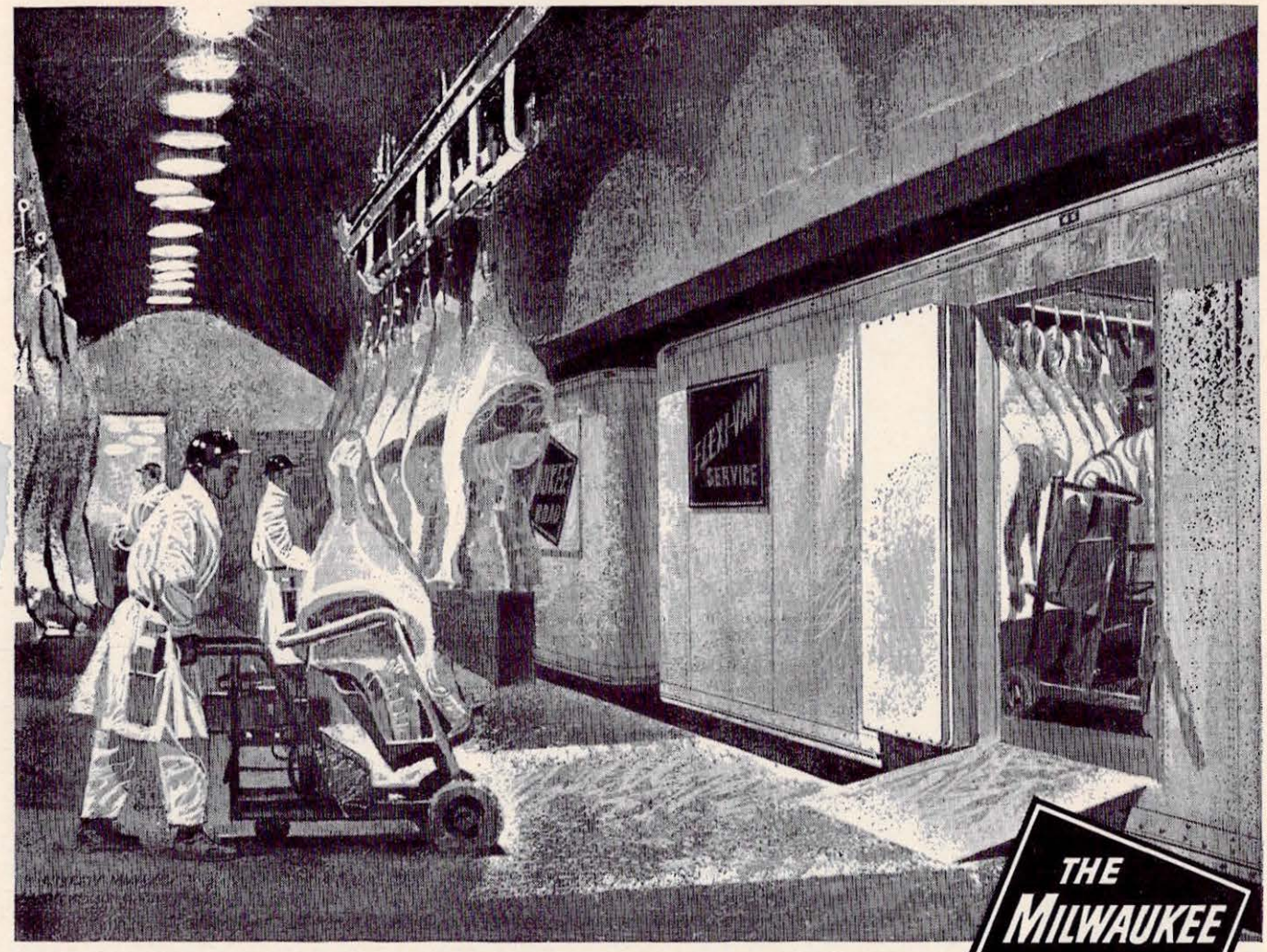
Because the steel in wrought steel wheels is denser, less metal is needed to do the job—so they are lighter. Less "dead weight." This saves thousands of dollars a year, by reducing out-of-pocket costs of hauling this useless dead weight.

Think of Edgewater wrought steel when you consider buying freight car wheels. You will find it very worthwhile.

SYMBOL OF WROUGHT STEEL SERVICE-PROVED QUALITY

EDGEWATER STEEL COMPANY
P. O. BOX 478 • Pittsburgh 30, Pa.

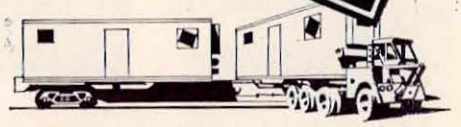
We put side doors in Flexi-Vans to eliminate a shipping bottleneck!



THE MILWAUKEE ROAD

ANOTHER EXAMPLE OF **APPLIED COMMON SENSE**

BY OUR **CREATIVE CREWS**

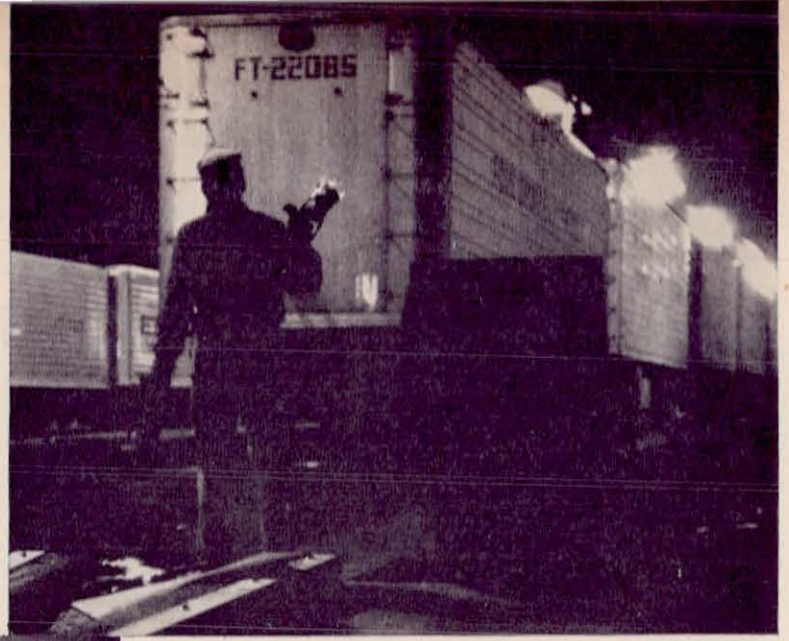


America's resourceful railroad

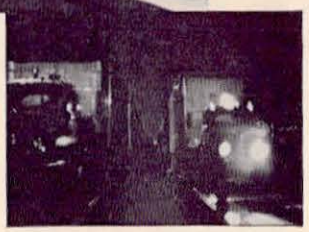
This meat packer really had a problem! Their plant, in a major Western city, was located in a highly congested area. It was becoming more and more difficult to get a truck up to the dock for loading. And, if they used regular refrigerator rail cars, it meant unloading and transferring the cargo to trucks at the destination. Either way, it took too much time and cost too much money.

The only solution seemed to be to rebuild the plant at tremendous expense. But then, with the cooperation of the shipper, one of our Creative Crews got on the job. They solved the problem by designing a new type of Flexi-Van "piggy back" trailer. They put a door in the *side* of the insulated, refrigerated Flexi-Van which rests flush on a flat car so that its availability at a loading dock is the same as a refrigerator car. Then it was an easy matter to load quickly at dock height on the rail siding without blocking traffic or jockeying trucks about. At destination, the trailers are transferred *in a matter of minutes* to truck tractors for final delivery.

This is another instance of "thinking the problem through" that has made our Creative Crews famous in railroading. If you are a shipper, this talent can go to work for you. Just get in touch with your local Milwaukee Road representative. Or write *The Milwaukee Road, Union Station Bldg., Chicago 6, Illinois.*



HERE COME THE



■ Midnight and the pigs are coming! From everywhere. With everything. Frozen foods. Fresh produce. Sportswear for Long Island. Cake mix for Newark. Beef. Wire. Siding for homes in Connecticut. Grass seed for their lawns. A thousand items to fill the needs of a sprawling metropolis.

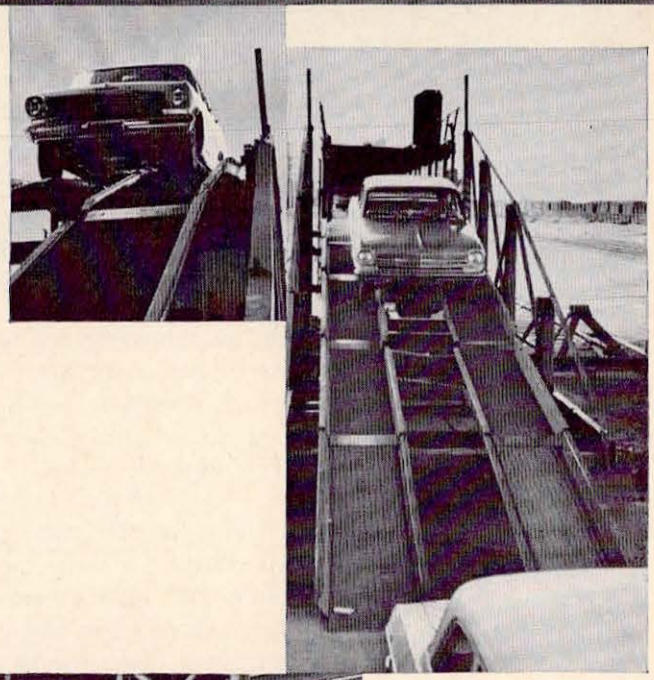
Rain slides across the big yard lights . . . beats on trailer tops. Alright! Let's go! Get 'em off! Tractor engines pound, the pulse picks up. Hitched? Ready? Go!

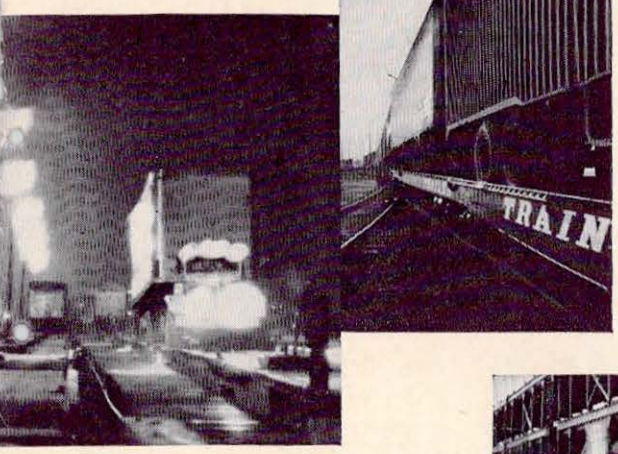
Here comes the straddle crane. Rolling on giant's legs. Straddling train and tractor. Got the trailer? Lift it off, hook it up, take it out of here!

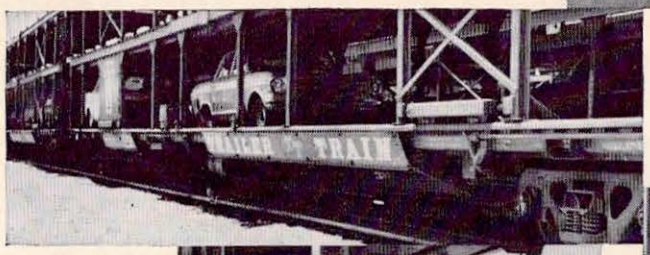
It's dawn. Trailers are off. Now for the autos! Chevies for Trenton. Fords for Hartford and New Rochelle. Unchain 'em. Let 'em loose. Bridge plates down? OK! Drive 'em off.

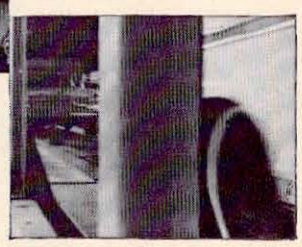
Around the clock. Every day. All year. In summer heat, winter snow, through the skirts of Hurricane Ethel. Piggybacking is hard work. Equipment has to be tough to take this kind of punishment. And versatile. That's why Trailer Train, and most other piggyback car owners have selected Pullman-Standard as a major supplier of piggyback equipment. Long ones: like the PS-4PB. Low ones: like the P-S Lo-Dek. Flat cars for any piggyback load. For any piggyback load to come. P-S designed and built the rail cars that got piggyback rolling . . . and can be depended on for new equipment to match its future growth.

PIGS!



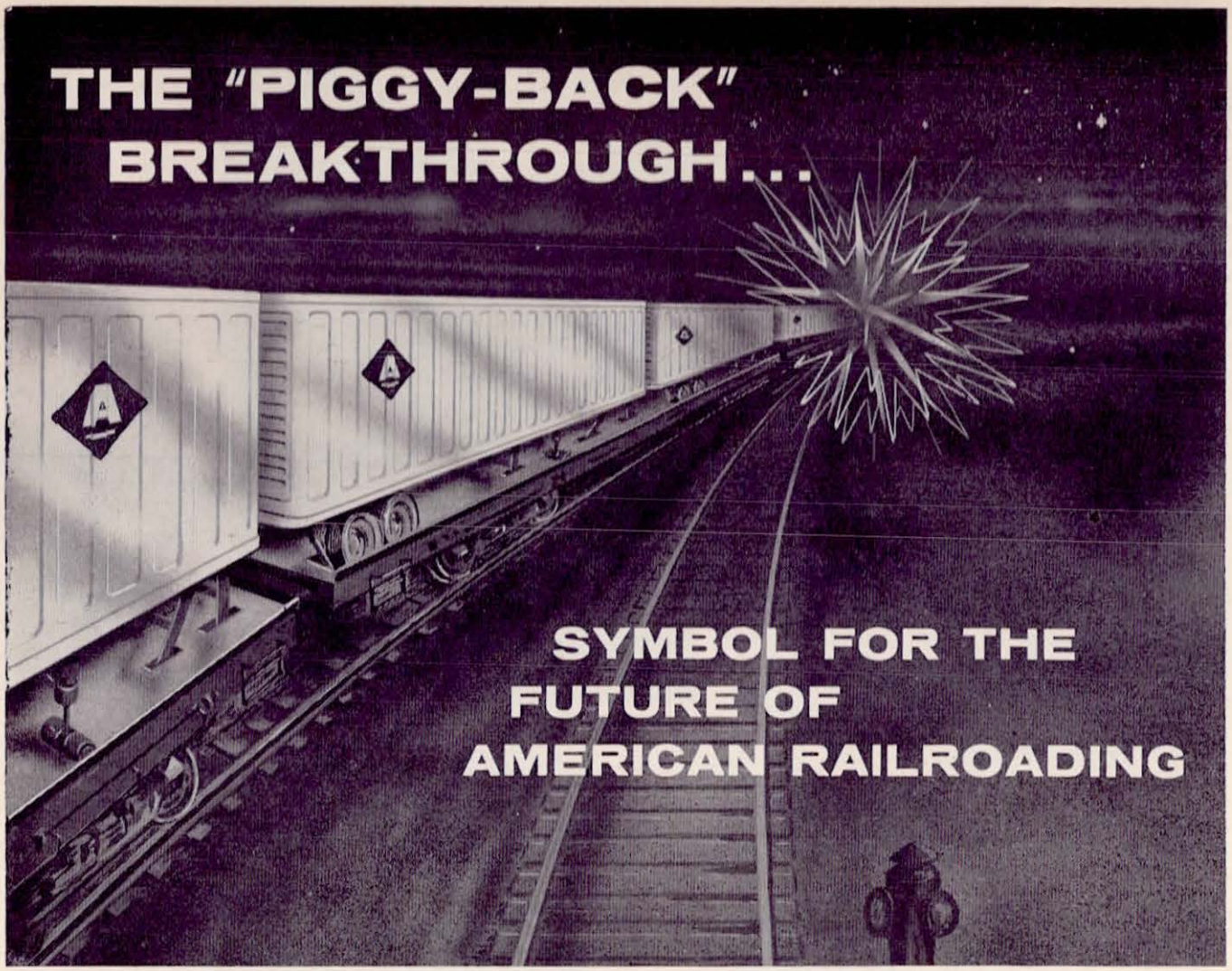






PULLMAN-STANDARD

A DIVISION OF PULLMAN INCORPORATED
200 S. MICHIGAN AVENUE • CHICAGO 4, ILLINOIS
BIRMINGHAM • PITTSBURGH • NEW YORK
J. C. FENNELLY CO., SAN FRANCISCO REPRESENTATIVE



The significant contributions of "PIGGY-BACK" service in stimulating railroad freight patronage are indicative of other breakthroughs which can be expected if President Kennedy's far-reaching recommendations to the Congress on the nation's transportation system are thoroughly and promptly implemented.

Granting to the railroads the right to compete on fair terms with other forms of transportation . . . the right to improvise . . . and the right to unshackle the inherent creative genius of the railroad industry, its suppliers and its customers, will result in tremendous gains for the Nation's commerce and industry, which, in turn, means the welfare of all Americans.

Every responsible citizen has the duty to see that Congress acts favorably, and promptly, upon the recommendations of our President.

DELAWARE & HUDSON RAILROAD
CORPORATION
The Bridge Line Connecting the South and West with New England and Eastern Canada

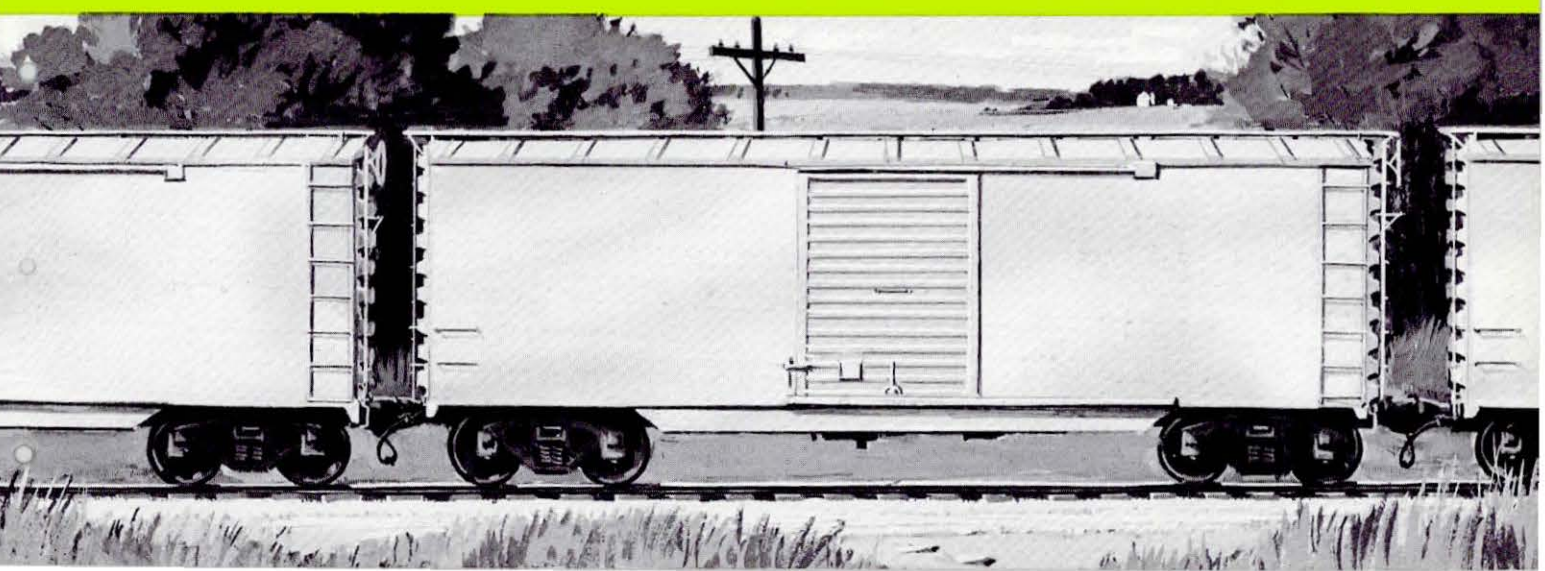
strong, lightweight, rustfree

BOX CAR COMPONENTS

made with Reynolds Aluminum

- reduce operating costs
- cut deadweight for higher payloads
- serve longer with less maintenance

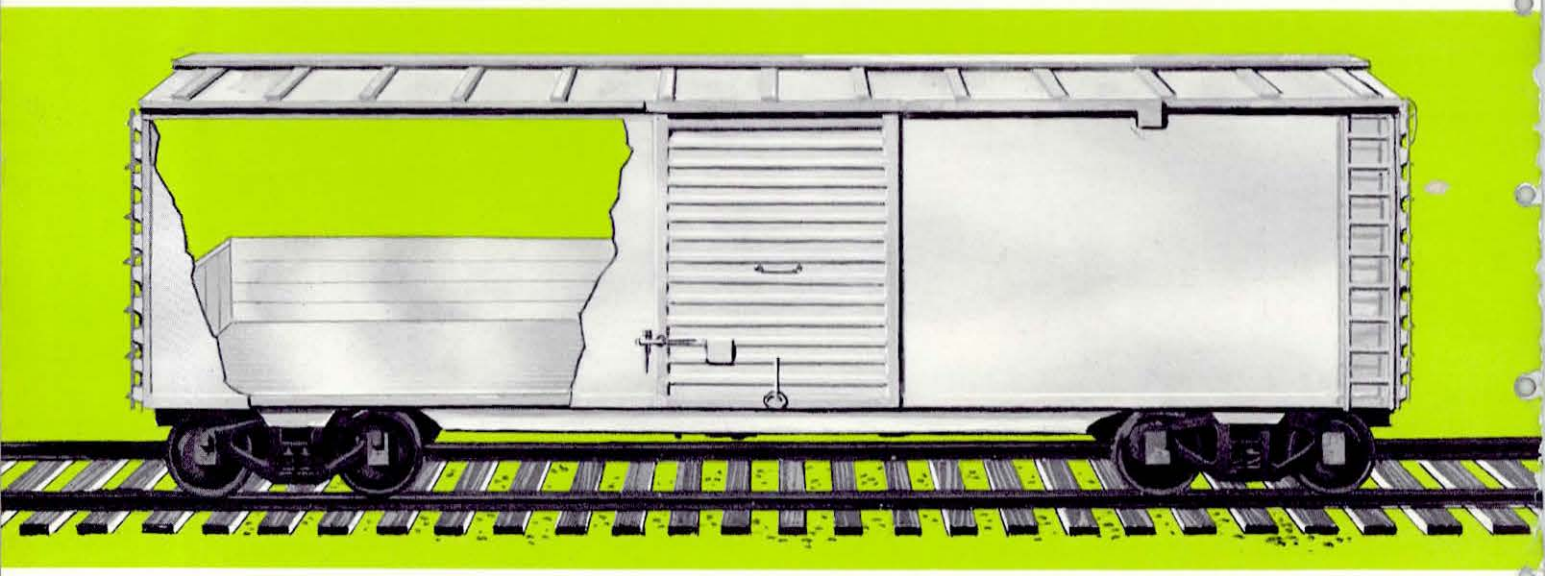
doors...inner-liners...roofs



BOX CAR COMPONENTS

made with Reynolds Aluminum

increase payload... cut costs... extend the life of the car



Doors made of tough, lightweight Reynolds Aluminum have been proven in 15 years of regular service. They're strong enough to take the daily battering that freight car duty gives them, yet they weigh much less than steel doors. For example, an 8 ft. door made with Reynolds Aluminum weighs just 312 lbs., compared to 562 lbs. for an 8 ft. steel door.

One man can operate an aluminum door easily, and because they're lighter, the doors can be opened without "crowbar tactics," reducing chance of damage. Maintenance is less, too: Aluminum won't rust, and it needs no paint to protect it from corrosion. Rugged, cost-cutting aluminum doors are now in service on many leading railroads.

Inner-Liners will upgrade an old freight car and add years to the service life of *any* car. And when the inner-liners are made with tough, rustfree Reynolds Aluminum, the benefits are even greater. Weight savings, for instance. Aluminum liners weigh approximately one-third as much as steel.

Needing virtually no maintenance and never rusting, aluminum liners will normally last the life of the car. They'll resist corrosion without painting or coating, and take all the pounding that loading operations can give. Available in any height, in ⅛ or ¼-in. thickness, lightweight Reynolds Aluminum Inner-Liners are installed quickly, and can be reinstalled after the original car has been scrapped.

Roofs made with Reynolds Aluminum can reduce dead weight and maintenance on box cars . . . and have done so for years on Canadian railroads. One-third the weight of steel, aluminum will never rust, and needs no protective painting.

An aluminum roof is an excellent heat-reflector, helping to keep car interiors cooler, for better freight protection in summer. And when the car is ready to be scrapped, aluminum offers another advantage. Its high scrap value can return an important bonus on the original investment.

Write for details on Reynolds Aluminum for railroads . . . see next page.

Freight cars *can* be built to carry more payload and to cut operating costs. And more and more owners and operators are having them built that way, built with aluminum components—aluminum doors, inner-liners, and roofs.

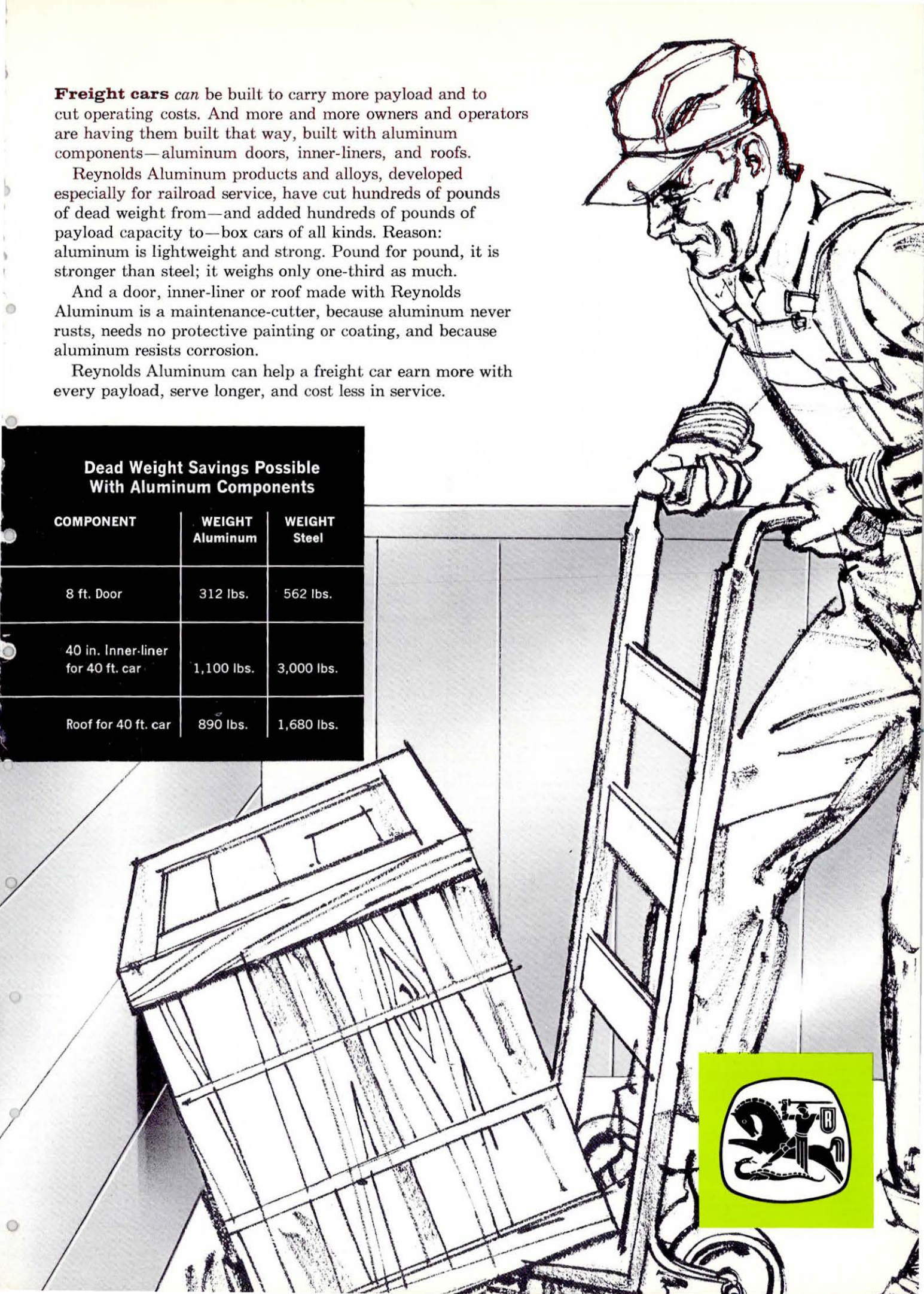
Reynolds Aluminum products and alloys, developed especially for railroad service, have cut hundreds of pounds of dead weight from—and added hundreds of pounds of payload capacity to—box cars of all kinds. Reason: aluminum is lightweight and strong. Pound for pound, it is stronger than steel; it weighs only one-third as much.

And a door, inner-liner or roof made with Reynolds Aluminum is a maintenance-cutter, because aluminum never rusts, needs no protective painting or coating, and because aluminum resists corrosion.

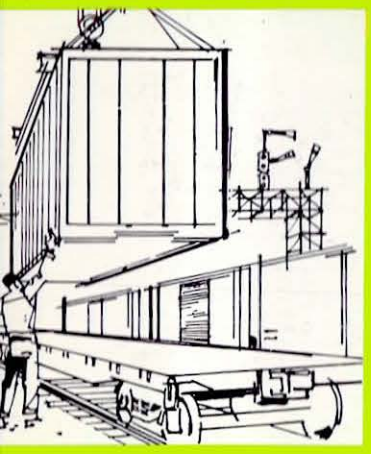
Reynolds Aluminum can help a freight car earn more with every payload, serve longer, and cost less in service.

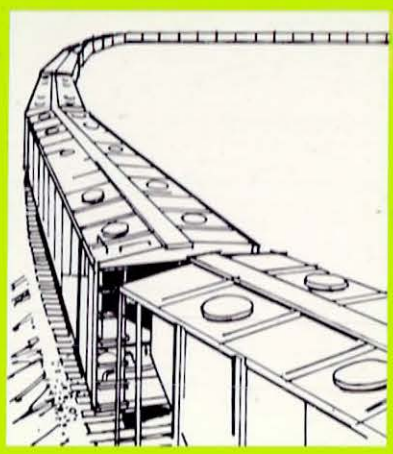
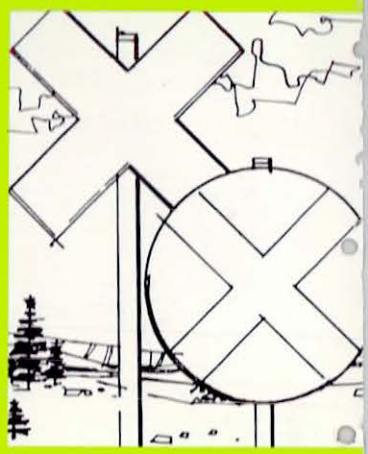
Dead Weight Savings Possible With Aluminum Components

COMPONENT	WEIGHT Aluminum	WEIGHT Steel
8 ft. Door	312 lbs.	562 lbs.
40 in. Inner-liner for 40 ft. car	1,100 lbs.	3,000 lbs.
Roof for 40 ft. car	890 lbs.	1,680 lbs.



Source for Aluminum and Experience for the Railroad Industry: Reynolds



It is one thing to produce aluminum, and another to develop alloys and products to meet specific railroad problems. Reynolds does both —and that's the reason the Reynolds Metals Company is a leading supplier of aluminum to the rail industry.

Reynolds knows aluminum, and it knows the proper aluminum for railroad applications. For years it has worked with the railroad industry to develop aluminum products specifically tailored to reduce operating and maintenance costs, to do a better job for shippers, to provide better freight protection, to increase revenue for operators.

Aluminum box car components are just part of the story. Reynolds Aluminum is doing the same job to improve service and cut costs in other rail equipment, as well:

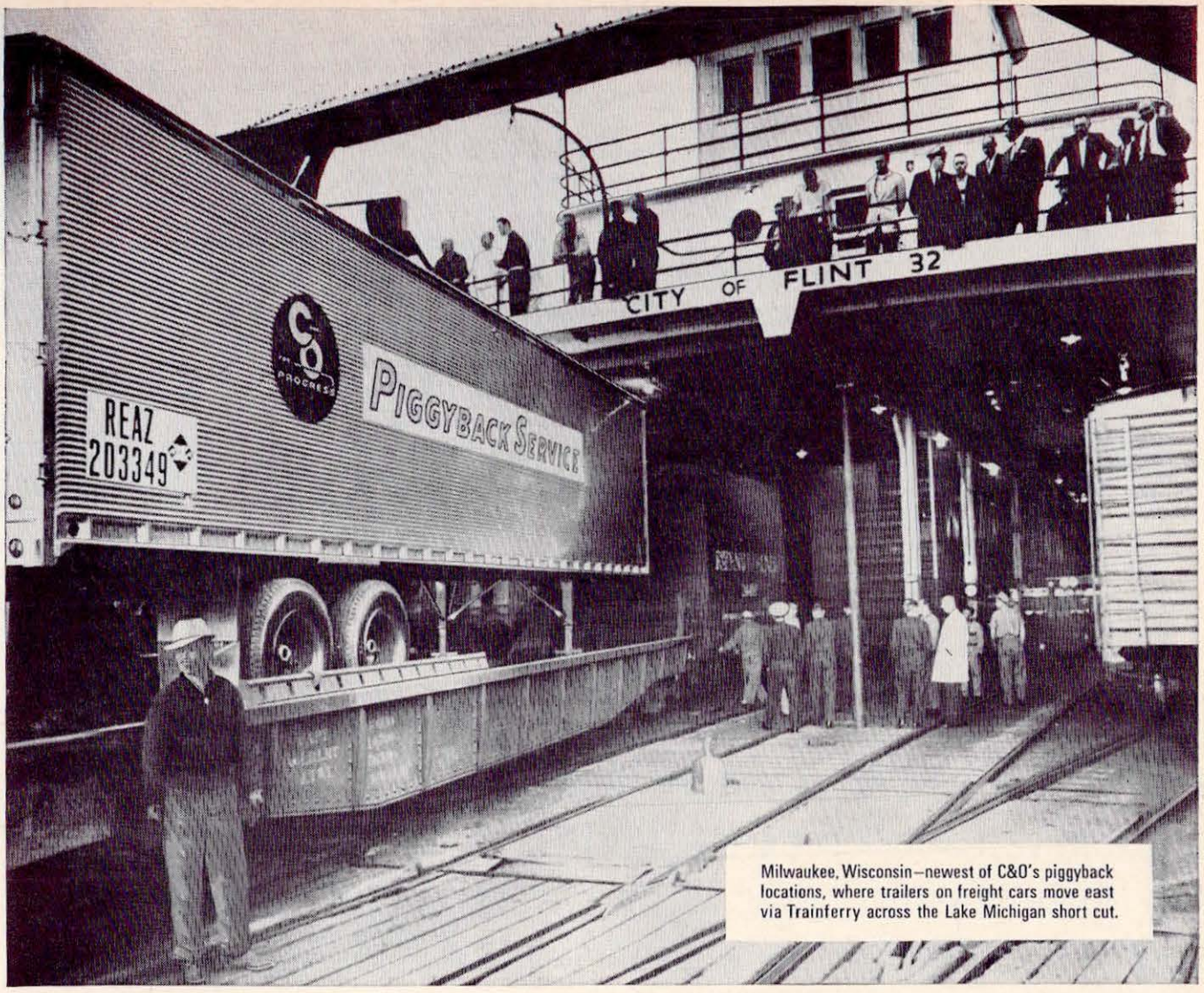
Aluminum hopper and gondola cars, refrigerator car flooring and doors, crossmembers, bridge plates, electrical equipment and conductors, containers, crossbuck and operating signs, chain link fencing, and utility buildings.

For specialized technical help on any application of aluminum for railroad use, its design or fabrication, contact your local Reynolds office. Or write today to *Reynolds Metals Company, P.O. Box 2346-TM, Richmond 18, Virginia.*

REYNOLDS ALUMINUM

Watch Reynolds exciting TV program on NBC: The Dick Powell **Reynolds Aluminum Show** Tuesday nights.

DEDICATED TO PROGRESS
P R I
MEMBER



Milwaukee, Wisconsin—newest of C&O's piggyback locations, where trailers on freight cars move east via Trainferry across the Lake Michigan short cut.

Piggyback . . . growing great all along the C&O

Piggyback, served C&O style, is fast, economical, reliable transportation for trailers . . . yours or Chessie's. It's a weatherproof steel expressway from ramp-to-ramp, or door-to-door, to most major points along the Chesapeake and Ohio or beyond.

Chessie's piggyback is modern, imaginative, versatile. It's used for fast dependable delivery of products to market . . . as a traveling inventory to meet daily production schedules . . . to keep distribution lines filled from central warehousing. Business is growing and the service is expanding at a spectacular pace.

Why not phone your nearest C&O man to come in and show how you can benefit from a piggyback plan custom-made specifically for your transportation needs. Or mail the coupon.

J. H. Suthann, Manager,
C&O Piggyback Services
1020 Terminal Tower, Cleveland 1, Ohio

Go ahead. Tell your representative I want to know more about piggyback.

Name .....

Title .....

Firm .....

Address .....

City ..... Zone .... State .....

☐ *Check here . . . if you would like a handy clipboard and memo holder, with Chessie's compliments.*

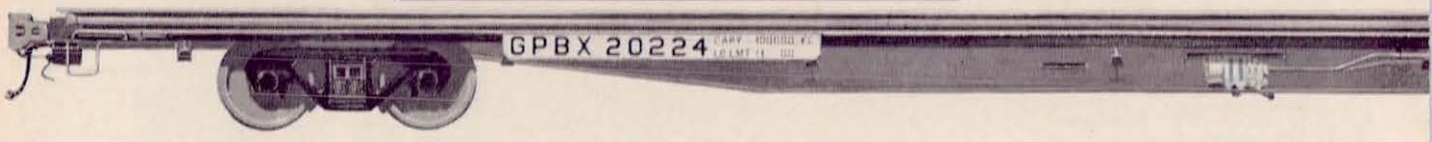
Chesapeake and Ohio Railway

TERMINAL TOWER • CLEVELAND 1, OHIO

GENERAL AMERICAN'S

G-85

WITH CUSHIONED RUB RAILS



WHAT IT CAN DO

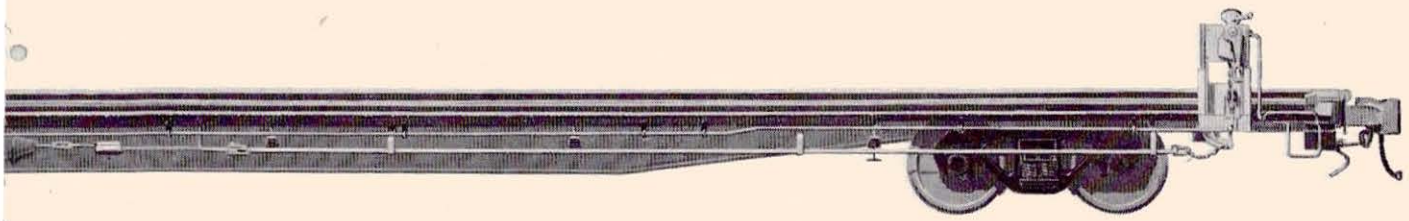
IT CAN CARRY SEMI-TRAILERS ■ IT CAN CARRY FOUR-WHEEL TRAILERS ■ IT CAN CARRY A NUMBER OF CONTAINERS, SHORT, LONG AND INTERMIXED ■ IT CAN CARRY A COMBINATION OF TRAILERS AND CONTAINERS, AND OTHER WHEELED VEHICLES ■ IT HANDLES ELECTRONIC TRAINERS, MISSILES AND OTHER SENSITIVE LOADS WITH CARE BECAUSE THE CUSHIONED RUB RAILS OFFER SUPERIOR SHOCK ABSORPTION ■ IT CAN HANDLE UNIT LOADS OF VARIOUS LENGTHS BECAUSE THE RUB RAILS HAVE TIE-DOWN POCKETS EVERY TWELVE INCHES ■ IT CAN TAKE WIDER LOADS BECAUSE IT HAS NO SIDE RAILS TO INTERFERE ■ IT CAN TAKE HIGHER LOADS THAN ANY OTHER CAR EQUIPPED WITH STANDARD 33″ WHEELS BECAUSE IT IS LOWER ■ IT CAN SAVE TIME AND MONEY BECAUSE IT CAN BE LOADED BY TRACTOR DRIVER ALONE ■ IT CAN ALSO LOAD CONTAINERS BY CRANE, BY FORKLIFT, BY STRADDLE CARRIER ■ IT CAN SIDE-LOAD AIR-BOGIE TYPE CONTAINERS BY TRACTOR ALONE ■ IT CAN BE YOURS. CALL CHICAGO, FI 6-4100.

PIGGY-BACK DIVISION

GENERAL AMERICAN TRANSPORTATION CORPORATION

135 South LaSalle Street GENERAL AMERICAN TRADE MARK Chicago 90, Illinois

Offices in Principal Cities



WHAT IT CAN'T DO

"Piggy-back" takes a tip from the railroads— uses 150 rugged trailers built of (USS) Cor-Ten Steel

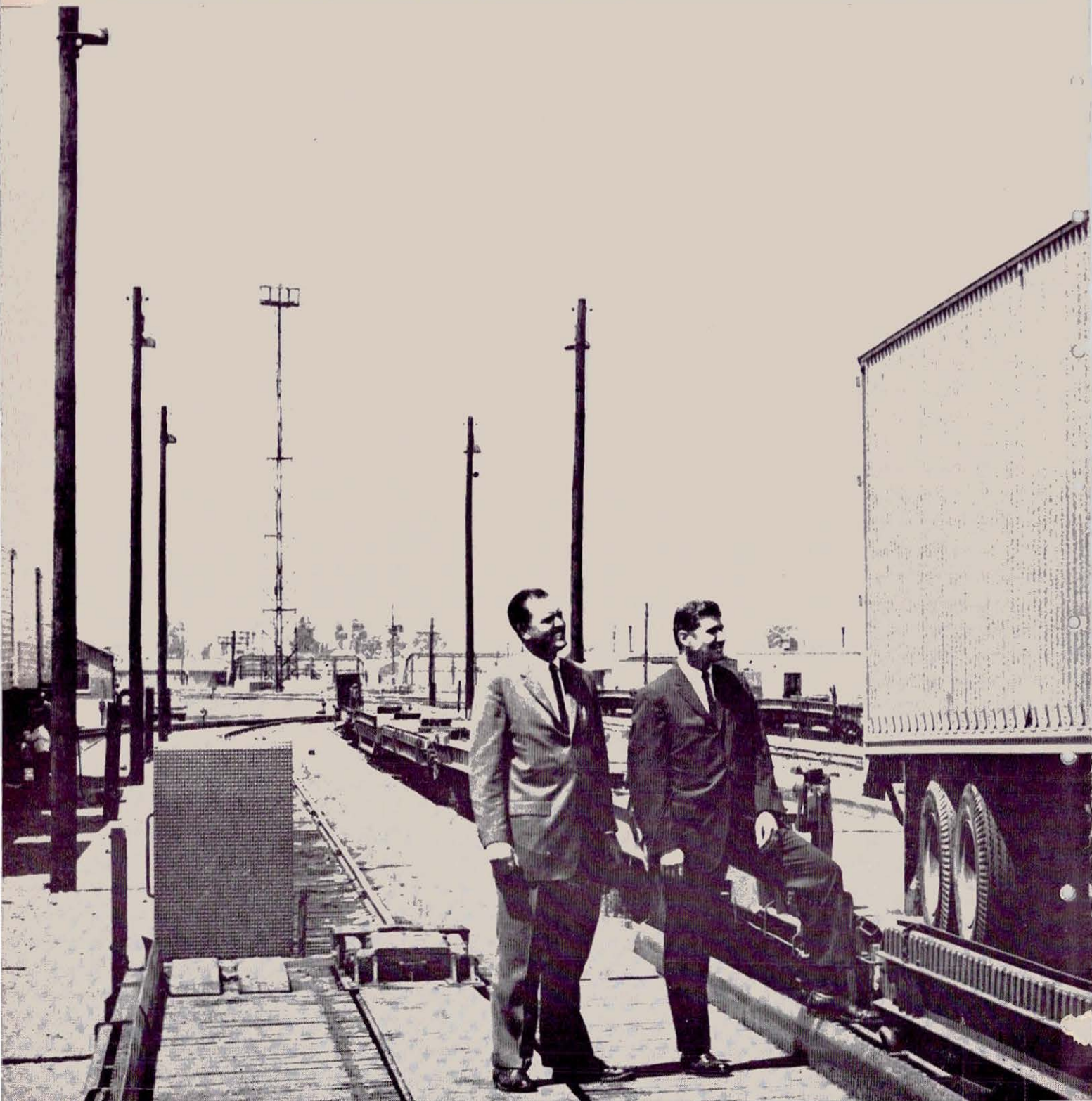
The Piggy-Back Leasing Corporation of Chicago makes money only when its trailers are working . . . so every day a trailer spends in a repair shop is a loss.

Because their units must withstand the rigors of both "on the road" and "on the rail service," an especially rugged design was needed to minimize repair and maintenance costs.

Mr. Nicholas S. Cordin, chairman of the board, Piggy-Back Leasing Corp., discussed the problem with Mr. C. Lon Schneider, president of Highway Trailer Industries, Inc., Edgerton, Wisconsin. The result was a new semi-trailer designed for rugged strength and durability. The steel selected was USS Cor-Ten Brand, the same high-strength low-alloy steel the railroads have used for almost 30 years.

A *bonus* value of USS Cor-Ten Steel is its high resistance to atmospheric

F. Marshall Hayes, vice president, and Hamlin A. Smith, assistant to the president, Piggy-Back Leasing Corp., watch USS COR-TEN Steel trailer, built by Highway Trailer Co., during TOFC operation.



corrosion—4 to 6 times that of carbon steel. Paint jobs last considerably longer and trailers are easier to clean.

150 USS COR-TEN Steel Trailers. Results of using the first 50 USS COR-TEN Steel trailers were so good that 100 more were ordered and are now in service for Piggy-Back Leasing Corp. These trailers are making more money by hauling heavier payloads with fewer trips to the repair shop.

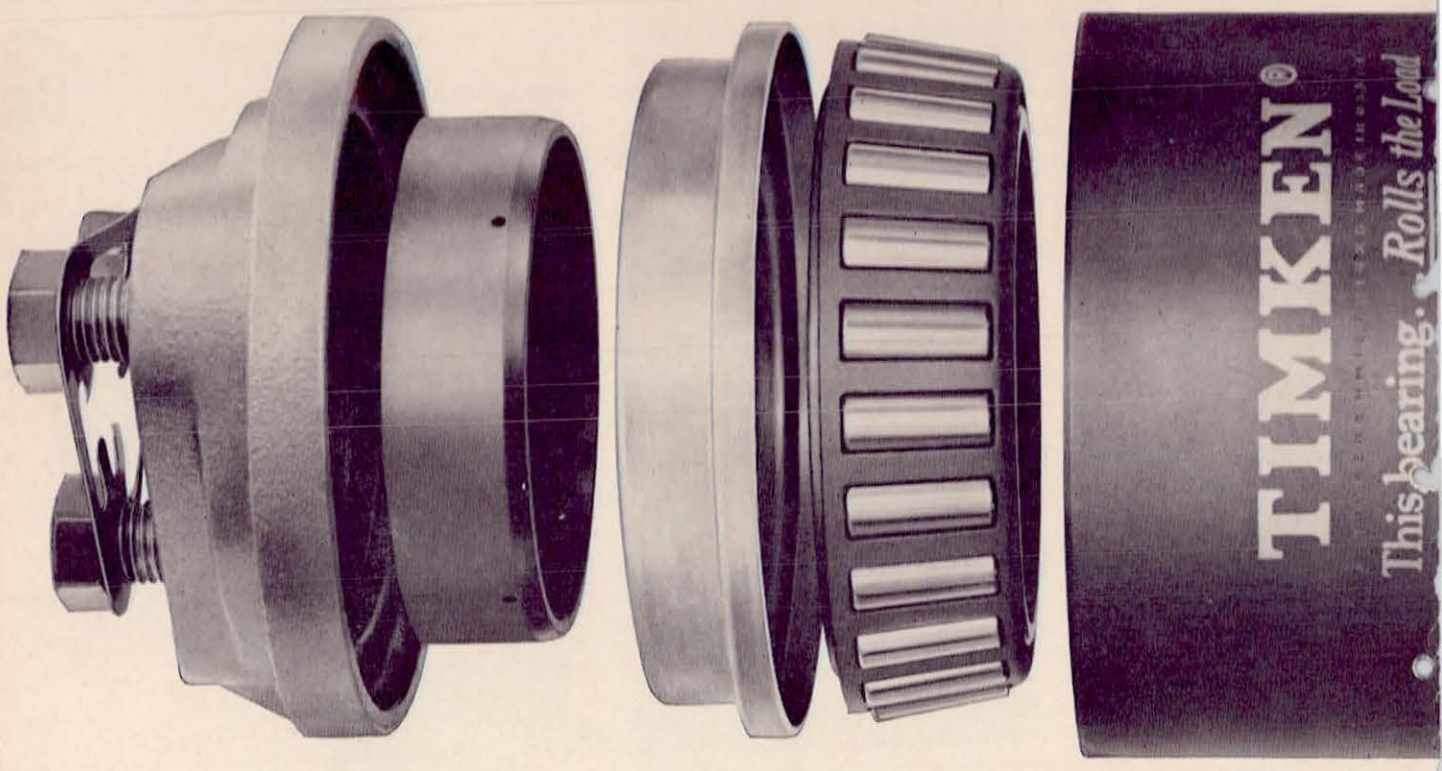
For more information, write to United States Steel, 525 William Penn Place, Pittsburgh 30, Pa. USS and COR-TEN are registered trademarks.

United States Steel Corporation
American Steel and Wire Division
Columbia-Geneva Steel Division
Tennessee Coal and Iron Division
United States Steel Supply Division
United States Steel Export Company

United States Steel

USS

More strength, less weight, longer life . . . smart business

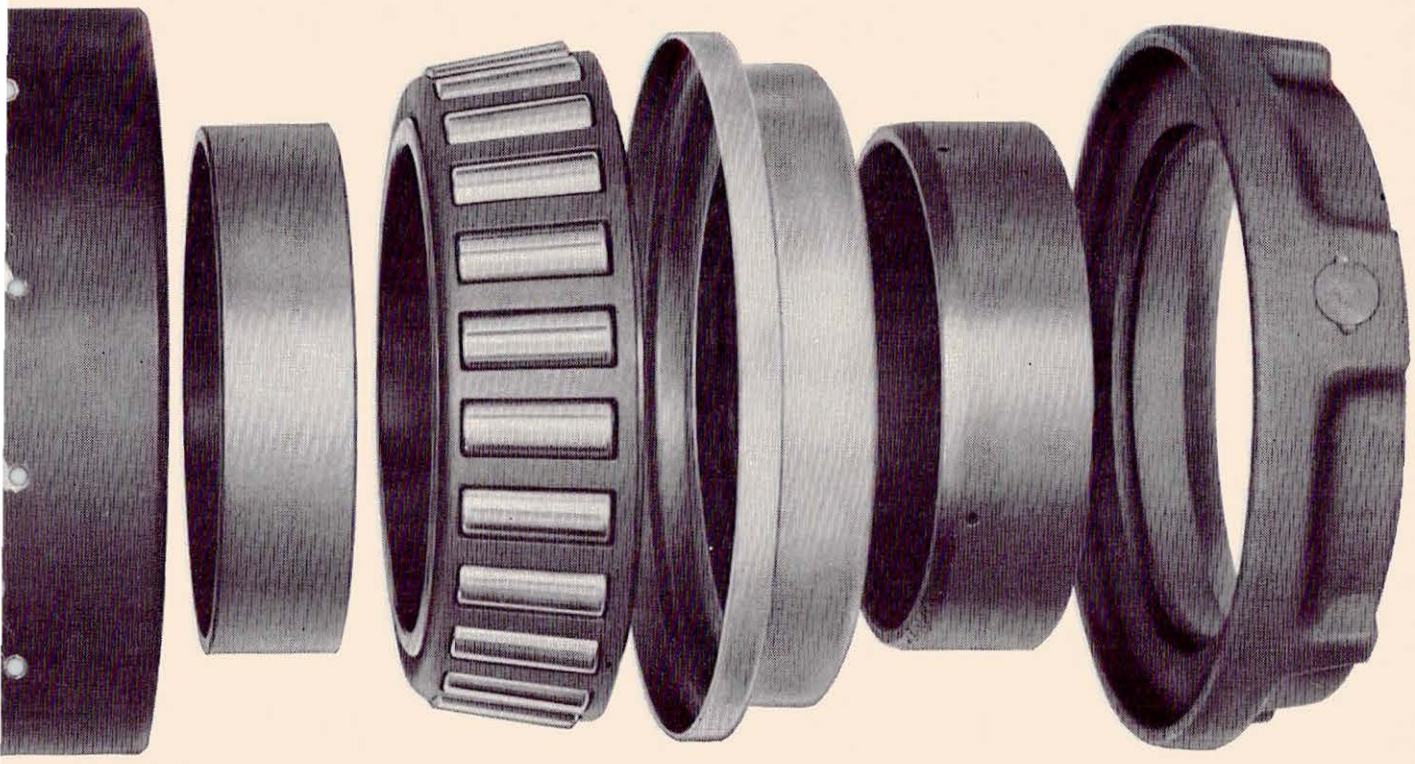


GUTS

A bearing needs guts to solve the hot box problem and that is why the 35 member-owners of Trailer Train Company are using Timken® bearings in high-speed, high-mileage, piggyback service.

8,650 OF TRAILER TRAIN'S FLAT CARS ARE TIMKEN BEARING-EQUIPPED—MORE THAN ANY OTHER MAKE OF RAILROAD ROLLER BEARING. The picture shows the ten basic parts of a Timken® "AP" (All Purpose) railroad journal bearing—it's the guts of the roller bearing that's leading the way on America's freight cars. Two cone assemblies, two seals, two seal wear rings, axle end-cap, cone spacer, cup and backing ring plus a locking plate and three threaded cap screws.

From the outside, all roller bearings for freight cars look pretty much alike. But only Timken tapered roller bearings have the proved performance you have the right to expect—over 100,000,000 car-miles on the average between setouts



due to overheated bearings. And some Timken bearings under individual Trailer Train cars have rolled over 400,000 trouble-free miles in fast, high-mileage service.

The secret is in the steel and precision manufacture. We pioneered the tapered bearing design for railroads. We have led in railroad roller bearing research for over 30 years. Now practically all anti-friction bearings on freight cars are tapered. And the steel in Timken bearings is nickel-rich to provide long life. We make it ourselves, an extra step to control quality that no other American bearing manufacturer takes.

Like Trailer Train, why not give your freight cars the guts they need to compete in today's tough transportation industry? Put Timken tapered roller bearings on the axles of your freight cars. The Timken Roller Bearing Company, Canton 6, Ohio. Makers of Tapered Roller Bearings, Fine Alloy Steel and Removable Rock Bits.

QUALITY TURNS ON HEAVY DUTY

TIMKEN®

TAPERED ROLLER BEARINGS

TK 37
SOUTHERN RSC-37
TRAILER

AT YOUR SERVICE!

Southern's Rail-Highway Service has grown up!

THE INFANT, "growing-pains" days are behind us now. Our rapidly expanding Rail-Highway Service makes available to Southern shippers today a "grown-up" piggyback service developed, organized and operated by key personnel selected for their specialized knowledge and experience in both rail and motor carrier transportation.

Southern now has more than 700 aluminum containers of 40-foot length, and will soon have a total of over 1,000. Of those in service, 40 are insulated and equipped with modern machinery for freezing and heating. For LCL traffic, additional containers of 5-, 10- and 20-foot lengths are available. To transport the containers over the highways Southern has over 700 trailer chassis and 200 more on order.

Containers can be taken off the chassis for rail movement, or containers and chassis can remain together and move in trailer units. Loading or unloading is done in minutes with bottom-lift cranes. For off-line use, we also have 25 "Mark III" turntable cars for drive-off unloading over the side.

Southern, as a member of The Trailer Train Company, has access to its specialized railway car equipment pool for the handling of all forms of piggyback, including containers, trailers, and tri-level equipment for automobiles.

Service is available to a growing number of cities along our lines, and to most important off-line cities.

Here is still another way we are increasing our *usefulness* to our customers. Let us tell you more about it. A phone call—today—will do it!

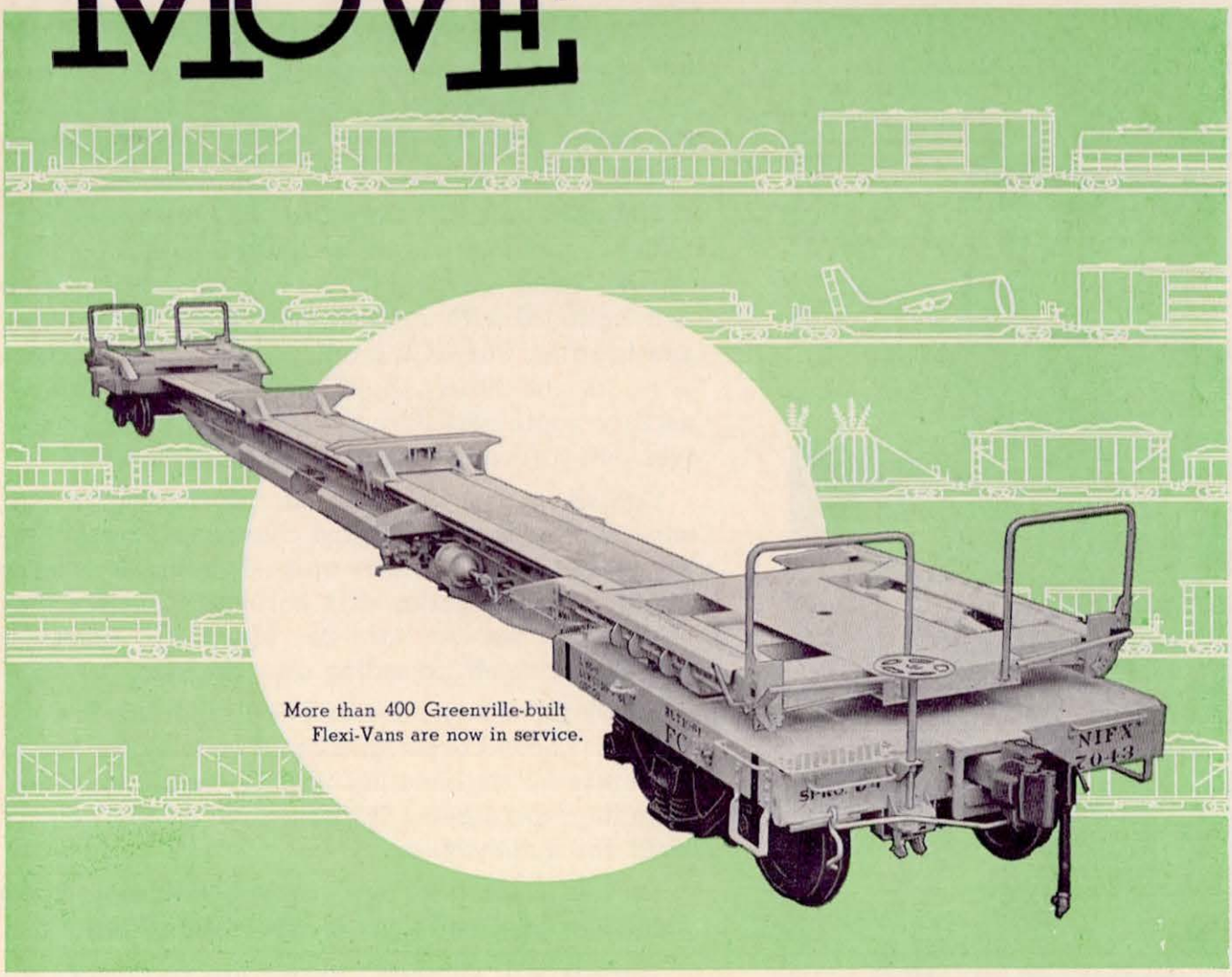
SOUTHERN RAILWAY SYSTEM

WASHINGTON, D. C. *"SOUTHERN'S ACCENT IS ON YOU!"*

if it has to MOVE

No matter what the cargo, there's a Greenville car for the job. This Mark III piggyback unit gives you complete flexibility . . . loads and unloads in minimum time and in the future, helicopters may transfer trailers to ships in port or offshore. Versatility, speed and practicability are the keynotes.

Cargoes travel surer and safer on the rails and travel best in Greenville cars. Whether you're talking piggyback, hoppers, covered hoppers, aluminum tank-type hoppers, flats or gons, Greenville has the cars and skills for the job. Include Greenville in your next "invitations to bid". You'll be working with America's most experienced car builders.



More than 400 Greenville-built Flexi-Vans are now in service.

GREENVILLE

STEEL CAR COMPANY

SUBSIDIARY OF PITTSBURGH FORGINGS COMPANY

GREENVILLE, PENNSYLVANIA

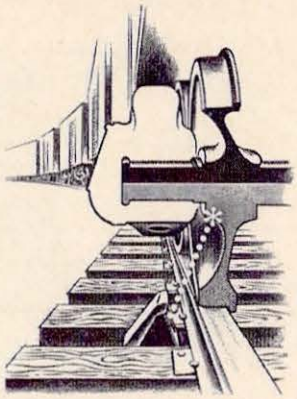
THE GREENVILLE STEEL CAR

3 BIG BENEFITS of the GRS Wheel Thermo-Scanner Unit

1

Viewing the wheel hub gives you . . .

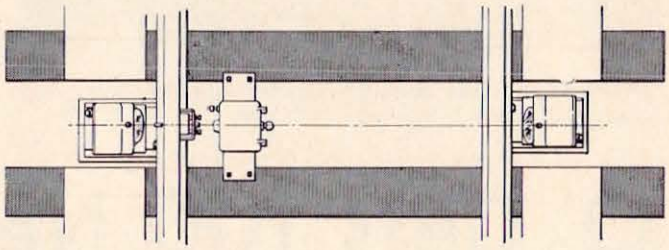
The truest indication of bearing heat —at the natural heat sink. By focusing on this hub area, *abnormal* heat caused by dragging brake shoes can also be detected, as well as—and these are actual instances—defective traction motor suspension bearings, and a wheel loose on its axle. *These are extra benefits not available with systems that scan the journal box.*



2

Right angle scanning of the rolling stock gives you . . .

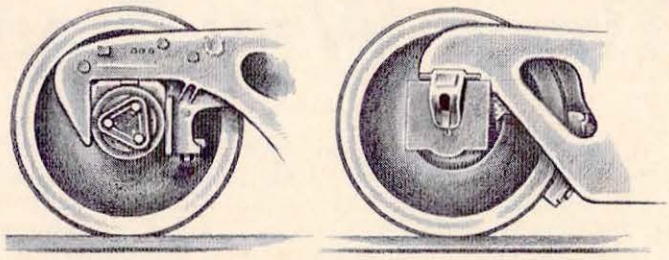
Operation with traffic in both directions. No additional track mounted or wayside equipment required. No costly duplication.



3

No special analysis required for cars with roller bearings . . .

A normal bearing—plain or roller—presents the same indication on the recording. All types of bearings register the same relative amount of pen deflection, eliminating confusion between plain and roller bearings.



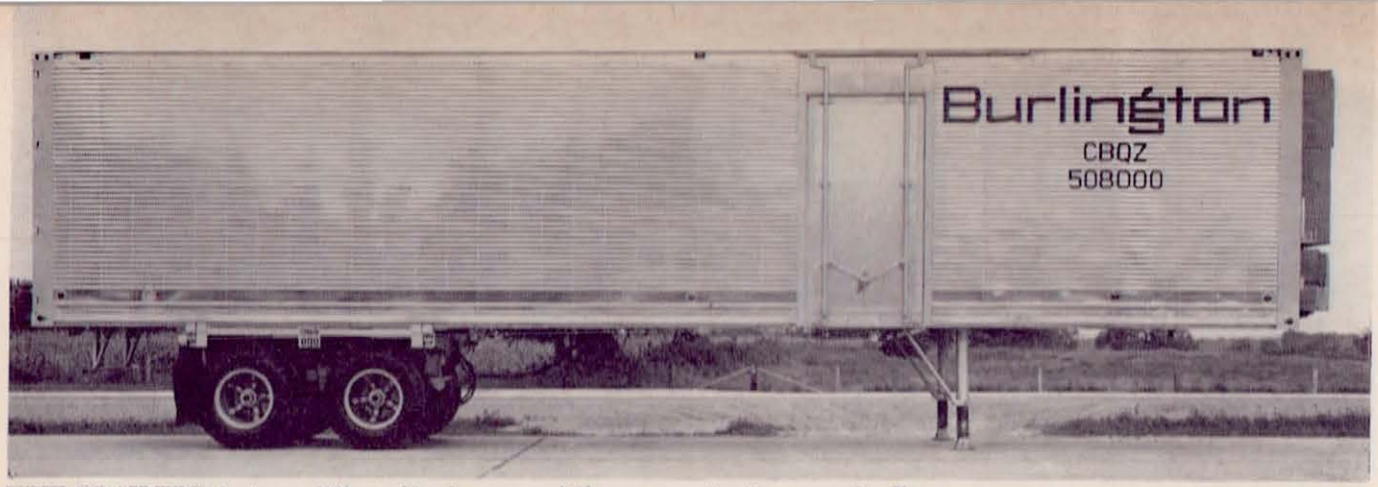
The Wheel Thermo-Scanner Unit is built for railway use by a railway equipment manufacturer. It combines more practical beneficial features than any other hot-box detector.

Install Wheel Thermo-Scanner Units *now*, at strategic points along your line—you'll find them the best choice for dependable protection. Ask your GRS representative for full details.

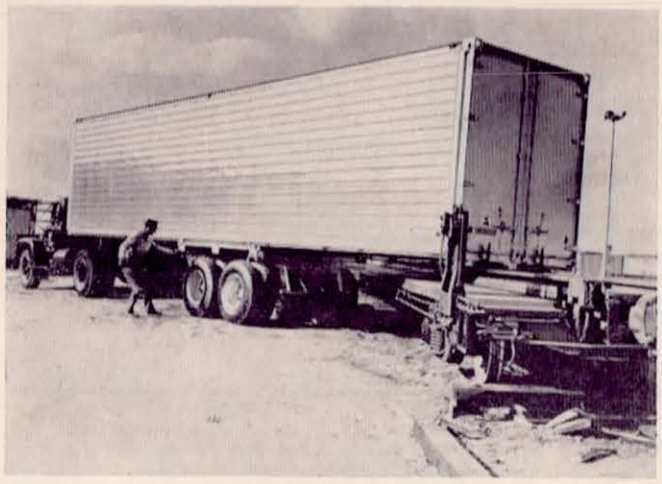
3199

GENERAL RAILWAY SIGNAL COMPANY

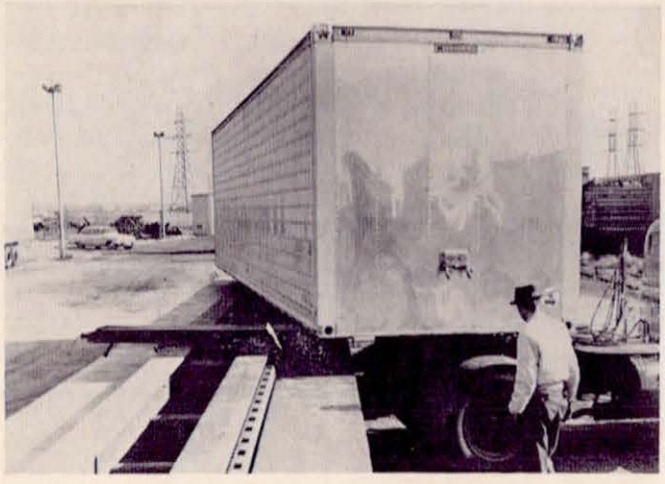
ROCHESTER 2, NEW YORK · NEW YORK 17, NEW YORK · CHICAGO 1, ILLINOIS · ST. LOUIS 1, MISSOURI



NEW TRAILERS feature sliding side door permitting on-car loading or unloading.



TRACTOR pulls the 40-ft-long trailer into the siding and backs at an angle toward the flat car.



FRONT of the container is maneuvered directly on the flat car bolster by jackknifing the tractor.

'Q' Gets 100 New Three-Way Trailers

A fleet of highly versatile trailers and bogies now being delivered to the Burlington by Highway Trailer Industries, Inc., of Edgerton, Wis., can be operated in three-way service—conventional TOFC, rail-highway container or line-haul highway. The railroad's current order includes 100 refrigerated trailer-containers with sliding side and conventional end doors; 81 highway bogies with conventional springs, and 10 bogies with air suspension.

A complete unit assembly comprises an insulated van body with nose-mounted refrigeration equipment and sliding or removable bogie with retractable supports and drop bumper. With bogie removed and supports and bumper retracted, the semi-trailer body becomes a container.

When handled on an air-suspension bogie by a tractor with an hydraulic fifth wheel, the body may be transferred directly between bogie and G-85 flat car in somewhat the same manner as a Flexi-Van (RA, Aug. 15, 1960, p. 40). It may also be loaded on or unloaded from a car by any conventional circus, side or overhead lift method.

The bogies which Highway is supplying to the Burlington consist of a mobile running gear group including an outer slider subframe and retractable hold-down retainer lugs for easy conversion from semi-trailer to container operation or vice versa.

The van body incorporates conventional semi-trailer construction, with modifications for TOFC, container or highway operation. The subframe is especially designed to accommodate G-85 container bolsters and hold-down locks. In addition, the container is provided with four bottom corner fittings following recommended ASA standards. These allow it to be handled on ACF, Pullman or Youngstown bolster cradles. The four upper corners include National Steel Castings "Speed Loader" fittings.

This combination provides for any of the following handling or transfer systems:

- End, or circus, loading of trailer and bogie together, as in conventional TOFC;
- Side loading of container alone for G-85 service;
- Straddle carrier; or
- Overhead spreader or gantry.

The unit utilizes both aluminum and high-tensile steel for composite construction; has polyurethane foamed-in-place insulation; and can be furnished with a variety of interior accessories. The Burlington trailers include seven longitudinal stainless steel tubular meat rails. The side door permits loading or unloading the trailer without removing it from a car in cases where that may be advantageous.

The Burlington units are 40 ft long, 8 ft wide and 8 ft 6½ in. high; overall height, bogie-mounted, is 12½ ft.

B&O's MOBILE CRANES

EXPEDITE TRANSFER of TRAILERS and CONTAINERS at 7 KEY TERMINALS

serving:
New York City
Philadelphia
Baltimore
Washington
Cincinnati
St. Louis
Chicago

The only railroad in the East providing this fast, flexible and selective service

TRAILER B&O TOFCEE FREIGHT SERVICE ON FLAT CAR

B&O'S TOFCEE NETWORK
now includes 24 major cities on
the B&O System and interchanges with
36 connecting railroads

GEORGE E. DOVE,
Manager, Railroad Trailer Service
Baltimore & Ohio Railroad
Baltimore 1, Md.
Phone: LExington 9-0400

BALTIMORE & OHIO RAILROAD

PEOPLE IN THE NEWS

CHICAGO & NORTH WESTERN.—Bernard Firestone, assistant comptroller-general and assistant treasurer, Chicago, appointed treasurer there, succeeding **Harry S. Aldridge,** retired. Mr. Firestone's successor is **Norbert E. Kraegel,** assistant comptroller-systems and procedures, Chicago, who in turn is replaced by **Donald R. Sherman,** auditor machine accounting bureau. **Daniel J. Fliss,** auditor equipment and switching accounts, replaces Mr. Sherman, and in turn is replaced by **James M. Johnson.**

DETROIT, TOLEDO & IRONTON.—Robert H. Timson named to the newly created position of assistant traffic manager—rates, Dearborn, Mich. Mr. Timson was formerly assistant director rates, **New York Central,** New York.

ELGIN, JOLIET & EASTERN.—Casimir A. Osika, general agent, Chicago, named assistant manager-sales and service there, succeeding **Michael J. Moran,** appointed manager-sales and service.

FRISCO.—William A. McDonnell elected chairman of the board, to replace the late **Clark Hungerford** (RA, Oct. 29, p. 66). Mr. McDonnell has been a director of the railroad since 1953. The following changes are effective Dec. 1: **W. R. Allen,** general manager, elected to the newly created position of vice president and general manager, St. Louis. **H. L. Gastler,** assistant vice president-operation, St. Louis, elected vice president-staff there. **W. W. Francis,** assistant general manager, named assistant general manager, Western district, Springfield, Mo. **O. E. Fort,** assistant chief engineer, Springfield, appointed chief engineer there, succeeding **J. H. Brown,** named assistant general manager, Eastern district. **C. A. Peebles,** division engineer, Springfield, replaces Mr. Fort.

JERSEY CENTRAL LINES.—J. A. Craddock, director of labor relations at Jersey City since August, appointed general manager there. Mr. Craddock assumes the operating responsibilities of **N.N. Baily,** vice president and general manager, who has been granted a leave of absence. **Clifford S. Strang,** manager of labor relations, succeeds Mr. Craddock as director of labor relations.

LOUISVILLE & NASHVILLE.—Walter E. Quinn appointed principal assistant engineer—administrative; **Charles T. Yarbrough,** office engineer, and **William P. Shoemaker,** miscellaneous engineer, all at Louisville, Ky.

Joseph E. McDaniel, Jr. named assistant to manager—piggyback rates, Louisville.

MILWAUKEE.—Glen V. Ireland, general storekeeper, Milwaukee, Wis., retires Nov. 30.

UNION PACIFIC.—Adolph D. Hanson, assistant to executive vice president in charge of personnel and labor relations, Omaha, Neb., elected vice president—labor relations.

James F. Featherstone, chief clerk, traffic department, Toronto, Ont., appointed general traffic agent there, to succeed **William W. Creighton,** retired.

Supply Trade

R. E. Kleist has joined **Railway Maintenance Corp.,** Pittsburgh, Pa., as district sales manager. Mr. Kleist was formerly assistant district engineer, **Pennsylvania Railroad.**

Arthur J. Laack has been appointed advertising and sales promotion manager, Equipment Division, **Young Spring & Wire Corp.,** Bowling Green, Ohio. Mr. Laack was formerly director of marketing services for the FWD Corp.

Neil J. Krumm assumed the duties of president of the **Arcair Co.** of Bremerton, Washington, on Sept. 1, replacing **C. A. Ross,** who succeeds Mr. Krumm as secretary-treasurer. **Myron D. Stepath** continues as chairman of the board of that company as well as president and chairman of the Arcair Co. of Ohio. Mr. Krumm has served as secretary-treasurer of both companies and will continue in that capacity with the Ohio company.

Effective Jan. 1963, **Dearborn Chemical Co.,** Chicago, will become exclusive sales representative and distributor for all products, services and equipment for maintaining metal in corrosive environments manufactured by the **Dampney Co.,** Boston.

James S. Mitchell has been appointed district manager, Milwaukee sales office, **Okonite Co.**

The Agricultural Chemicals Sales department of **Dow Chemical Co.** has been renamed the Agricultural and Industrial Bioproducts Sales department.

Robert W. Pollock, assistant to president of **Buck Equipment Corp.,** Cincinnati, Ohio, has been elected vice president and assistant general manager.

Michael J. Moran
EJ&E

William A. McDonnell
Frisco

W. R. Allen
Frisco

O. E. Fort
Frisco

Adolph D. Hanson
UP

R. E. Kleist
RMC

FROM BORDER TO BORDER

TRANSICOLD'S 230B DIESEL IS THE NATION'S MOST

Used by leading railroads throughout the country, Transicold's 230B Diesel offers a host of exclusive features which make it fill a class by itself.

For those long piggyback hauls, railroads must have extreme dependability, minimum maintenance costs and top fuel economy. Transicold provides all three. Components like our patented Permanent Magnet generator, a Unidrive power hookup that uses no belts or gears, and Transicold know-how make this possible.

Write for more information on the nation's leading Diesel Refrigeration-Heating unit, Transicold's 230B.

Transit Fare-Collection Studied

Two special research projects, aimed at developing new equipment and methods for collecting rapid transit fares, are being planned for the Cleveland and Toronto transit systems.

More than 45 equipment manufacturers have been asked to submit ideas on how greater automation in fare collection can be achieved.

Sponsor of the research efforts will be the Institute for Rapid Transit, which began planning for the project at a recent meeting in Cleveland. An IRT subcommittee — Keneth Hoover, chief engineer of the San Francisco Bay Area Rapid Transit District; George Ihnat, director of research and planning of the Cleveland Transit System; James Kearns, assistant general manager of the Toronto Transit Commission; and George Krambles, superintendent of operations and planning of the Chicago Transit Authority—will supervise the projects.

David Q. Gaul, executive secretary of IRT, said the group believes that "the cost of fare collection is substantial, in comparison with other rapid transit operating costs and . . . as these costs continue to climb, the use of automated fare-collection equipment will become increasingly important."

Two primary objectives have been set by the organization: To develop, first, stations that can be operated by one man, even during peak periods; and to develop fully automated stations that would collect all types of fares and be flexible enough to be adapted to changing fare structures.

The two test sites will be secondary entrances to Cleveland Union Terminal and to the St. George station on Toronto's University line. Mr. Gaul said the two systems were chosen for the project "because their fare schedules are considerably more complicated than those on many properties."

IRT's spokesman said all ideas submitted will be reviewed by the fare-collection subcommittee to develop specific suggestions for transit operators in the two cities.

Four basic objectives for equipment design have been set up. It's IRT's aim to have developed turnstiles of low- and high-level design which are capable of collecting the proper fare and issuing change, accepting and issuing transfers, collecting childrens' and other incentive fares, collecting tickets and inspecting passes, mechanizing fare auditing and operating well in either direction; and to have designed equipment suitable for credit-card collection, possibly using magnetic or punch cards; a standard station agent's booth; and a closed-circuit television scanning device with two-way voice transmission for monitoring automated stations.

Suggestions made by the IRT subcommittee and the staff will be passed along to the Cleveland and Toronto systems, but, Mr. Gaul emphasized, neither transit operator is "obligated" to test any of the proposals that are advanced.

Rail Transit Plan Still Alive In Atlanta Despite Setback

A proposed $300-million rail transit system for the Atlanta, Ga., area will be submitted to the Metropolitan Planning Commission on or about Dec. 1. "Proposed" is the key word. The five counties involved—Fulton, DeKalb, Gwinnette, Clayton and Cobb—still lack authority under the state constitution to finance the system. A constitutional amendment that would have cleared the way for the Atlanta system was defeated at the polls Nov. 6 (RA, Nov. 12, p. 14).

The setback at the polls, however, is viewed by Glenn Bennett, executive director of the Metropolitan Planning Commission, as only temporary. "It doesn't change our need for a transit system one iota," he said last week.

Georgia's constitution prohibits county financing of transit projects. An amendment that would have changed this was defeated decisively on a statewide basis, although the two counties most heavily involved in the proposed regional transit system—Fulton and DeKalb—went strongly for the amendment. By redrafting the amendment, and conducting an intensive information campaign, the Planning Commission is hopeful of greater success in another two years. Alternative means of financing may also be considered.

Meanwhile, the long-awaited transit plan, in the works since last spring, will be unwrapped in about a week. It will call for a $300-million rail-transit network, with bus-feeder service. Of this amount, $131 million would be for initial-phase construction.

TRANSICOLD CORPORATION

1100 So. Taylor Avenue
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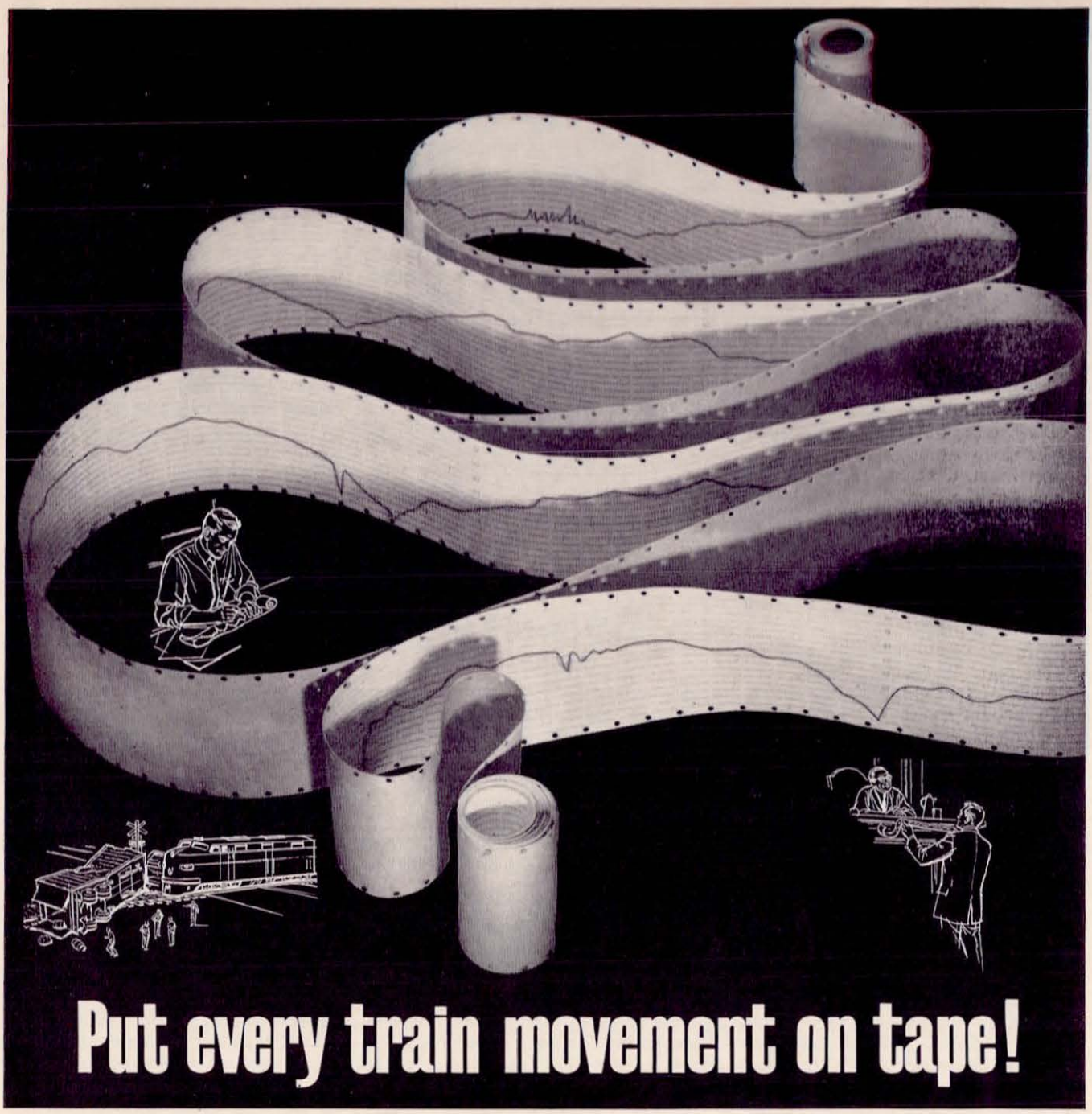

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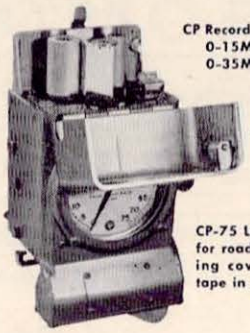

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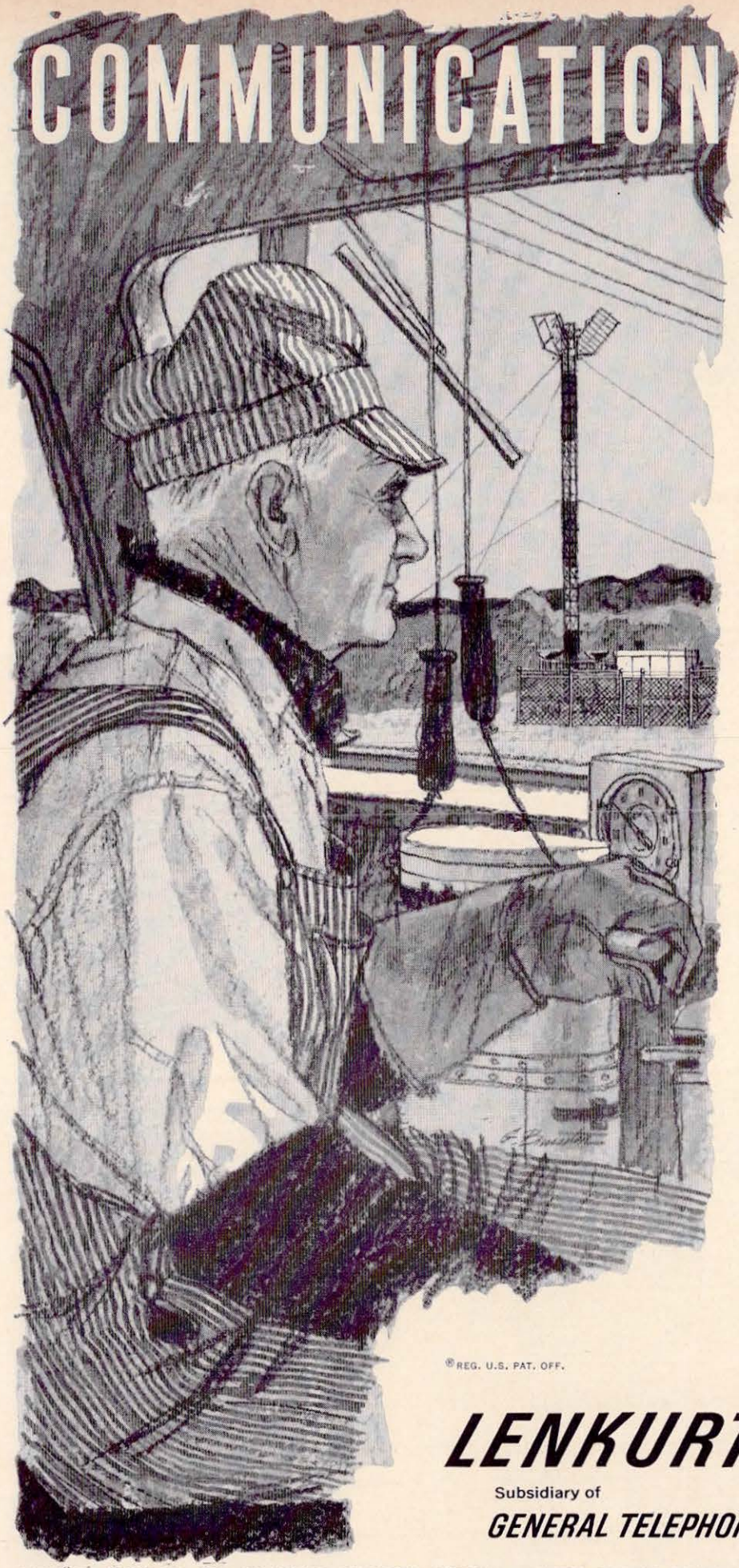

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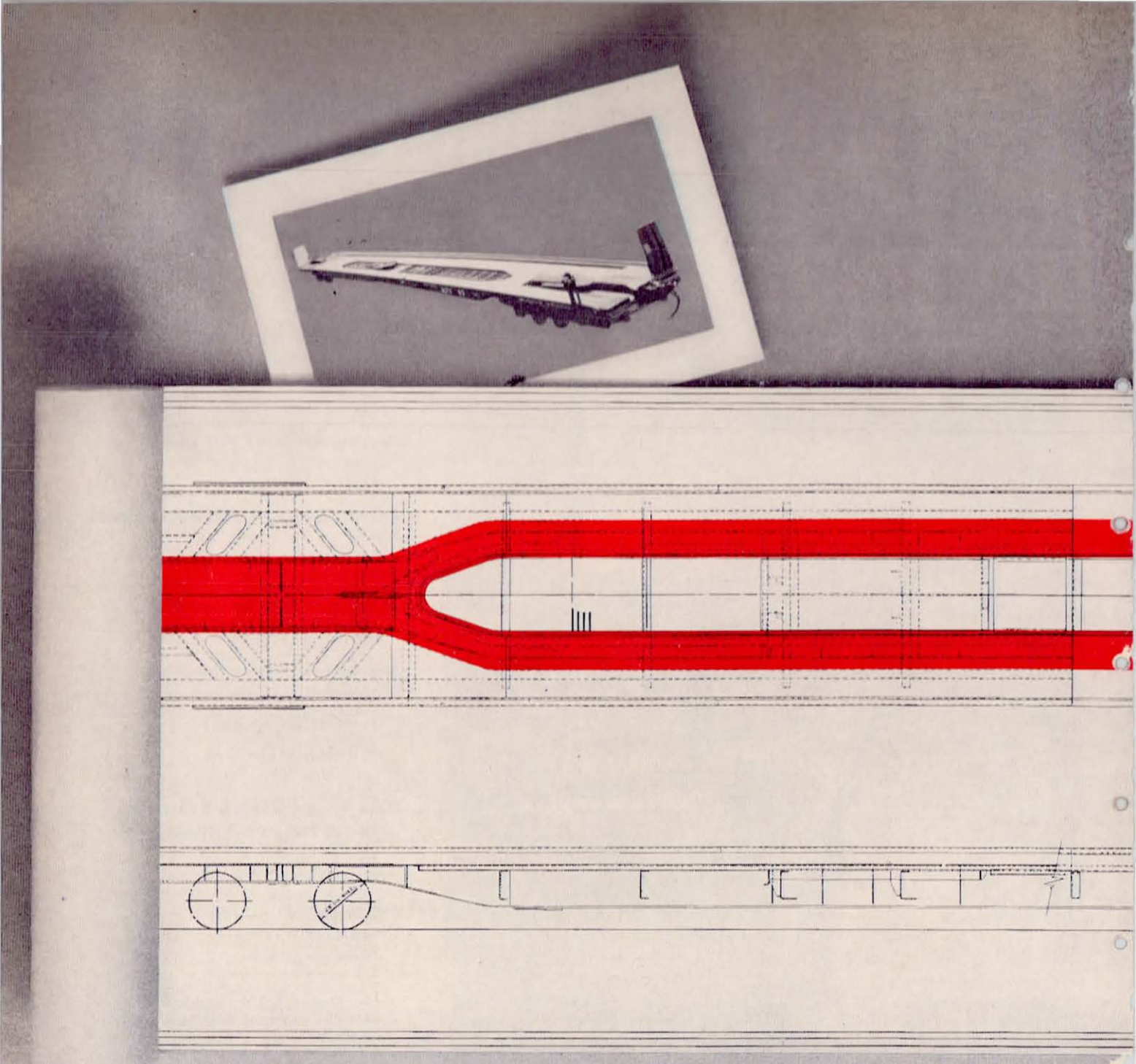

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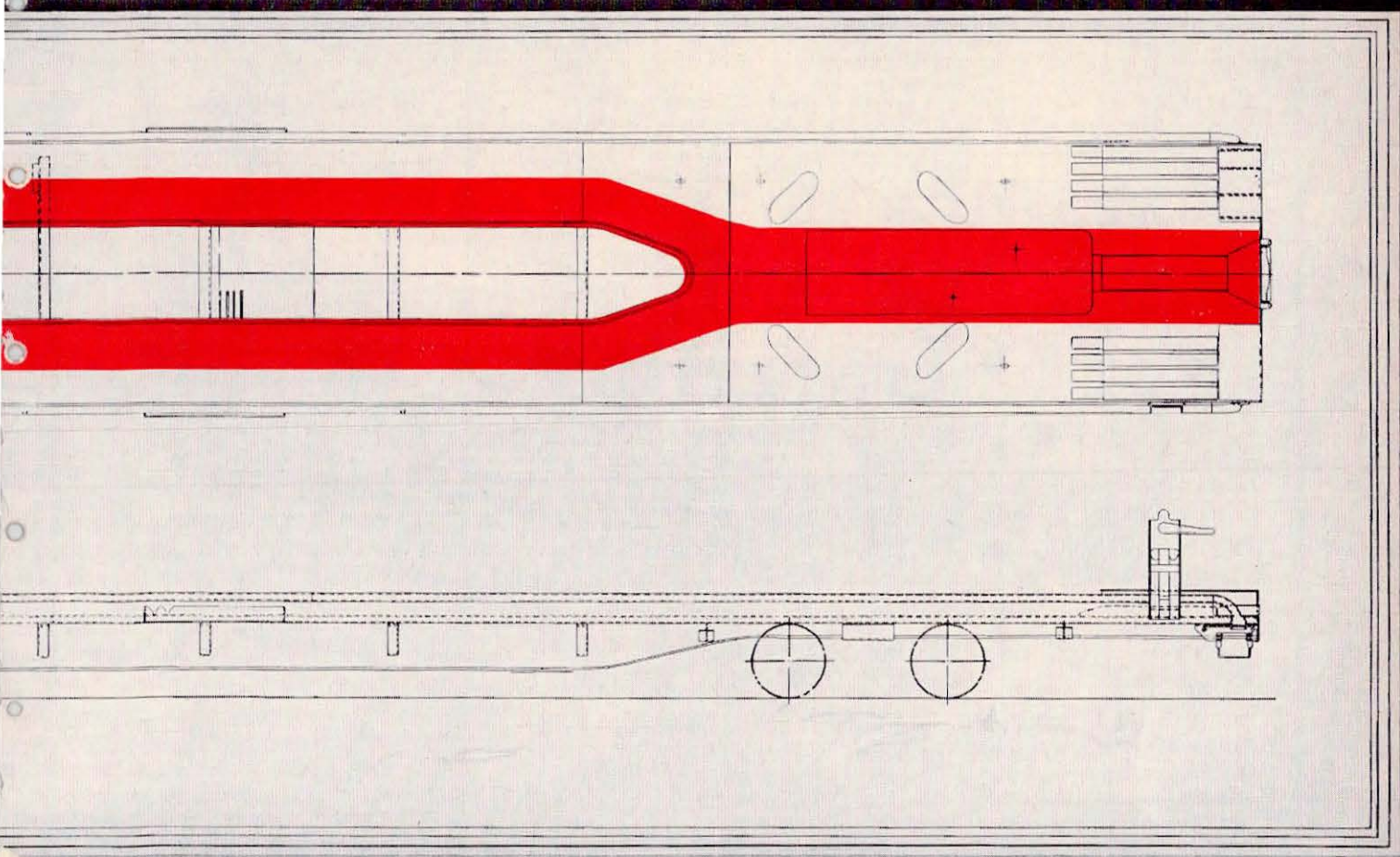

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The exclusive ACF spread center sill is an important breakthrough for better and more profitable piggyback service. It makes possible a new, lower profile low-level Hitch Hiker car—with outstanding advantages, not found in other piggyback cars. Here are some of them: ☐ With TOFC, faster, safer loading is assured because there are no riser boards or wheel wells. ☐ Lowest flush deck height—only 31½"—for maximum vertical clearance in TOFC, auto rack or container service. ☐ The new low-level Hitch Hiker has been thoroughly tested to give better all around service with longer maintenance-free life. For full information write C. F. Venrick, Director of Marketing, American Car & Foundry Division, ACF Industries, 750 Third Avenue, New York 17, New York.

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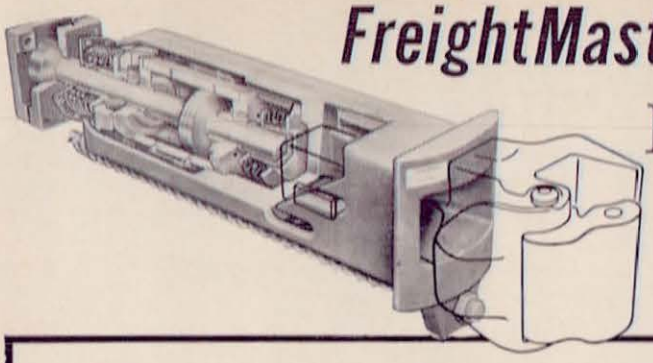

FreightMaster Versatility... Is A Matter Of Record

HERE ARE A FEW EXAMPLES OF THE WIDE VARIETY OF ROLLING STOCK EQUIPPED WITH FREIGHTMASTERS INSTALLED BY 20 MAJOR CARRIERS:

Type of Car	Capacity and Length	Type of Service	Car Construction Notes
Existing Box Car	50-T; 50'6"	Newsprint	....
New Box Car	70-T; 50'9"	Glass	Equipped with Load Restrainer
Existing Box Car	50-T; 50'6"	Auto Engines and Parts	Equipped with engine and parts racks
New Covered Gondola	70-T; 52'1"	Tin Plate	Uses movable bulkheads
New Box Car	50-T; 50'6"	General Merchandise	....
Existing Flat Car	70-T; 53'6"	Truck Frames	Fabricated Center Sill
New Insulated Box Car	70-T; 50'1"	Food Products	Equipped with Load Restrainers
Existing Box Car	50-T; 40'6"	Newsprint	....
Existing Flat with Bi-Level Rack	85'	Farm Tractors and Implements Trucks and Boats	Rack attached solidly to car structure
Existing Articulated Bi-Level Auto Rack Car	120'	Automobiles	Automobiles carried with rear wheels chocked and no hold-down chains
New Box Car	50-T; 50'6"	General Merchandise	....
Existing Flat Car	50-T; 53'6"	Auto Frames	Fabricated Center Sill
Existing Box Car	50-T; 40'6"	Newsprint	....
Existing Flat Car	70-T; 53'6"	Heavy Equipment	Fabricated Center Sill
Existing Box Car	70-T; 50'6"	Tin Plate	Converted from 50-ton car
New Gondola	70-T; 39'4"	Limestone	....
New AirJet Pressure Tank Car	70-T; 42'8"	High Capacity Bulk Commodities	Partial Center Sill
Existing Box Car	50-T; 50'6"	General Merchandise	....
Existing Box Car	50-T; 50'6"	Newsprint	....

NOTE: Modifications required to adapt either a new or existing car to receive FreightMaster Units can be made with available standard components. These include either cast steel underframe ends, draft sill end castings, striker and bolster center filler castings, or rear lug castings and fabricated parts. Various combinations of these components may be used for any particular application.

New cars, existing cars, long, short, standard, special — almost *any* car can be easily equipped with the cushioned protection of FreightMaster Hydraulic Cushioning Devices with minimum modifications.

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Get full details on how FreightMaster versatility can provide the maximum level of impact protection to existing cars, new cars, *your* cars — and do it for a fraction of the cost of other high capacity mechanisms. Write or call FreightMaster, Fort Worth.

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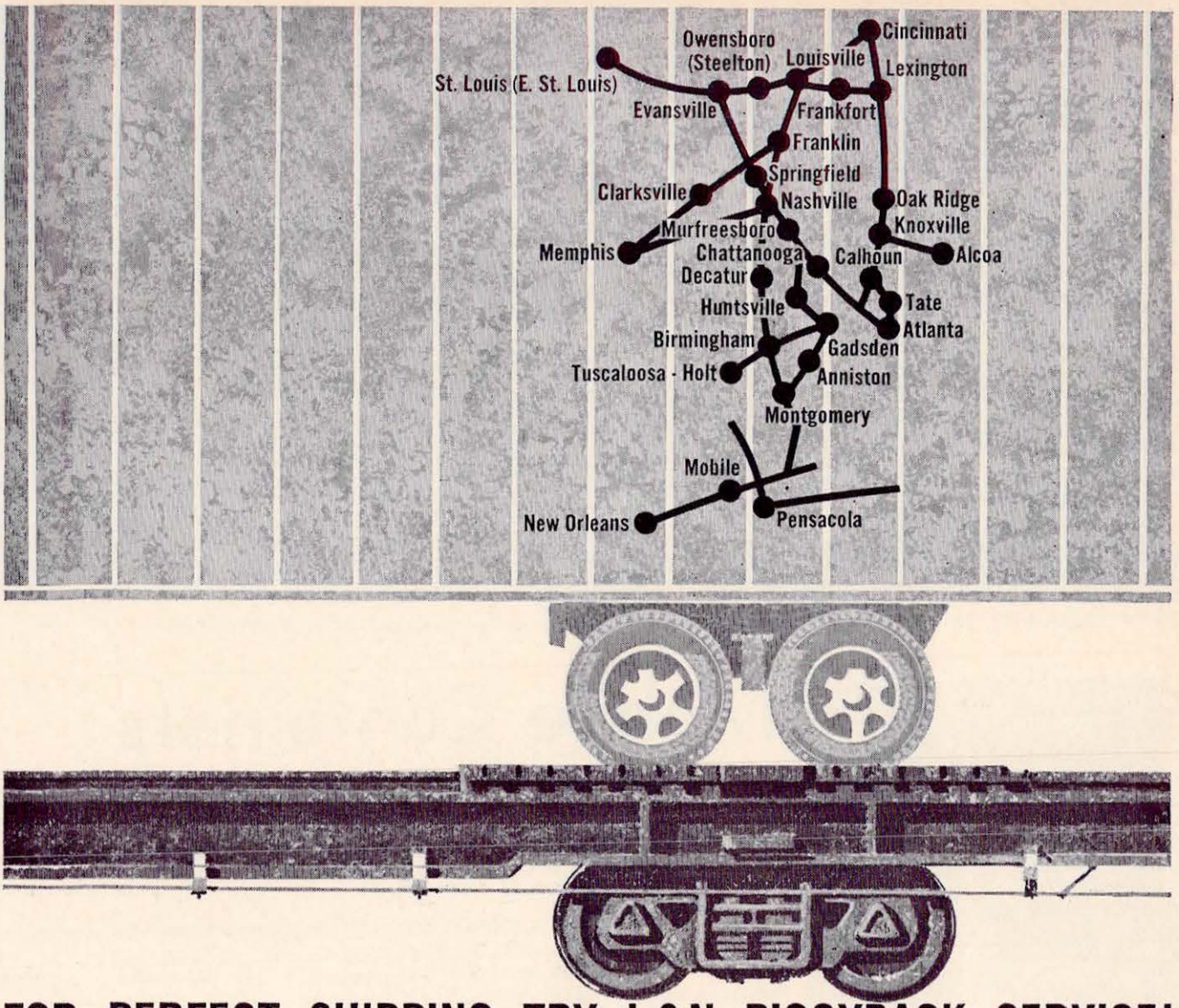

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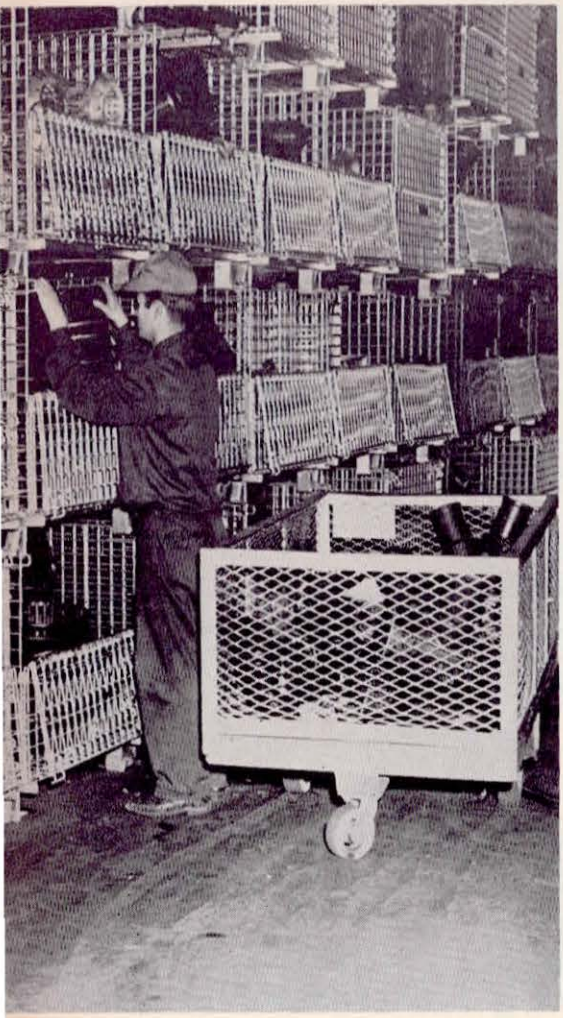
LOUISVILLE & NASHVILLE RAILROAD

MANY PRODUCTS, like the heavy metal parts shown here, can be packed in containers for express shipment.



IN WAREHOUSES, Palletainers can be stacked four or more high for maximum use of available space. They permit full visibility of the contents.

Mobile Containers Cut Costs for REA

Steel wire shipping containers are racking up substantial savings for REA Express, by combining maximum capacity-to-weight ratios with high strength and mobility for handling small and medium size packages and cartons.

REA uses the containers in two ways. One is to collect at a single point a group of packages from different sources for further shipment to a common destination. In the other application, any empty container is delivered to a single shipper for loading and shipment by REA. In either case, the weight of the 100-cu ft containers—only 607 lb with casters—shaves costs for both REA and its customers.

The wheeled units, or Unit-Pak containers, are manufactured by Union Steel Products Co., Albion, Mich. Overall dimensions are 44 by 70 by 69 in., including casters. Each 3,000-lb-capacity mobile unit is equipped with a towbar which permits joining several units as a train behind a shuttle or fork-lift truck. The unit has top and side gates that swing out for rapid packing and removal of contents.

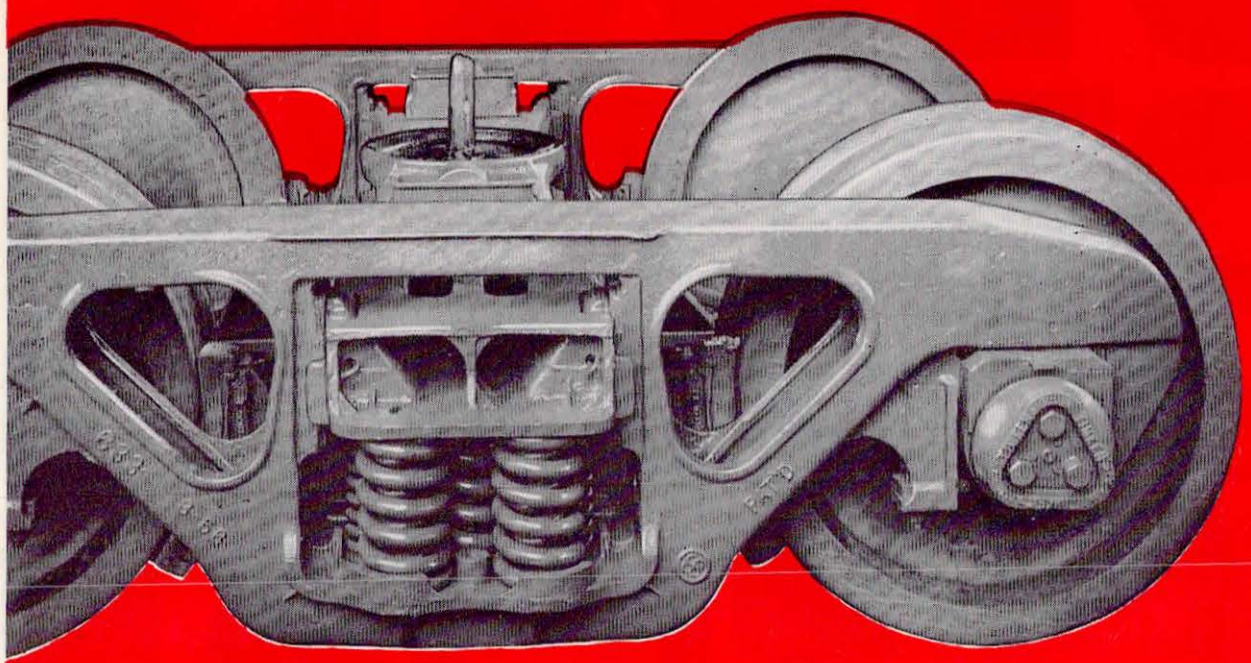
A smaller all-purpose steel wire container, called Palletainer, is designed for storage or general use. In warehouses, for example, full advantage can be taken of available space. The strong welded wire construction of the container allows stacking to the rafters with full visibility of the contents.

The smaller model also has a side gate to provide access to storage containers in the middle of a stack, if desired. Overall, it measures 32 by 40 by 28 in., with a 3,000-lb or 18.7-cu-ft capacity, and is used for handling almost any solid or bagged material that will fit in the container. Maximum permissible load on the lowest container in a stack is 12,000 lb (3,000-lb units filled and tiered four high).

The containers can be used indoors or exposed to weather. Freight handlers have stored steel wire Palletainers in all types of weather for long periods of time without damage. The containers are protected from atmospheric corrosion by a dip-coated paint finish.

When designing the Palletainers and the REA containers, Union Steel Products considered several materials for construction. Steel wire was selected not only because it made possible a design with maximum capacity-to-weight ratios, but also because it allowed use of high-production resistance welding methods in manufacturing, while maintaining strength in the finished product.

STAMINA



IS BUILT INTO EVERY SCULLIN CASTING

Inherent in every Scullin Steel freight car casting is the **stamina** that stands up under the rugged shocks of modern freight car operation. Scullin design and engineering assures proper distribution of metal where it is needed most to meet strains and stresses. The result is longer life, minimum maintenance, and years and years of trouble-free operation.

For **your** new or rebuilt freight cars, specify Scullin for Truck Side Frames and Bolsters, Coupler Yokes and Center Sill Castings.

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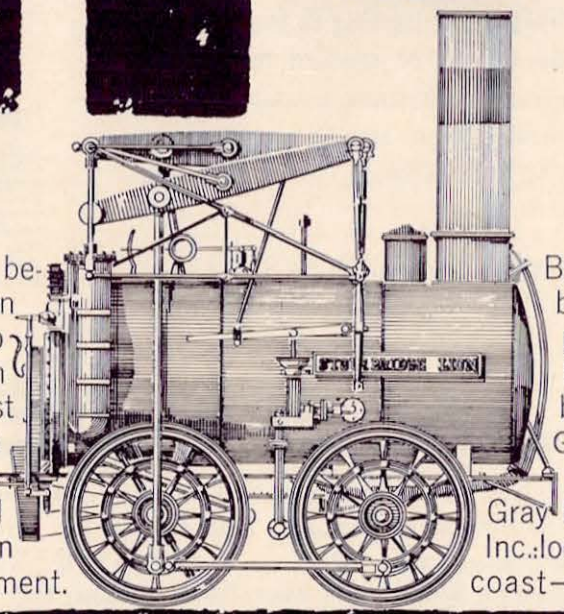
THE

STOUR-BRIDGE LION



...missed out on Graybar, because Mr.Gray and Mr.Barton didn't form their partnership until 1869...and the Lion ran in 1829. But, this was the first actual locomotive to run in America (except for some experimental engines), and it didn't require anything in the way of electrical equipment.

But since then, electricity has become a part of the railroad picture . . . and Graybar has been in that picture since the beginning. Wherever you are, a Graybar Railroad Specialist is near . . . whatever you need, Graybar has it. Graybar Electric Co., Inc.:local service, coast-to-coast. **GraybaR**

684

How the MP Lays Long Rail

In its plans for improving the curvature and grades on some ten miles of track in eastern Kansas, the Missouri Pacific decided to use 1,440-ft lengths of welded rail for those portions of the project that would entail building entirely new roadbed.

While it has been relaying various stretches of existing track with new welded rail, and using methods and procedures similar to those of other railroads, the Kansas project had several aspects not hitherto encountered in the MP's experience.

It had been decided to use much of the existing tangent track, and to build new roadbed with welded rail to reduce the curves between the tangent, or nearly tangent, sections. This involved delivery of welded rail and laying it on new crossties where no track existed before.

Getting the special rail train of 33 flatcars to where the sections of new roadbed would ultimately be cut into the old track was simple enough. The problem was pulling two long strings of welded rail simultaneously off the rail train and snaking it out over the new ties.

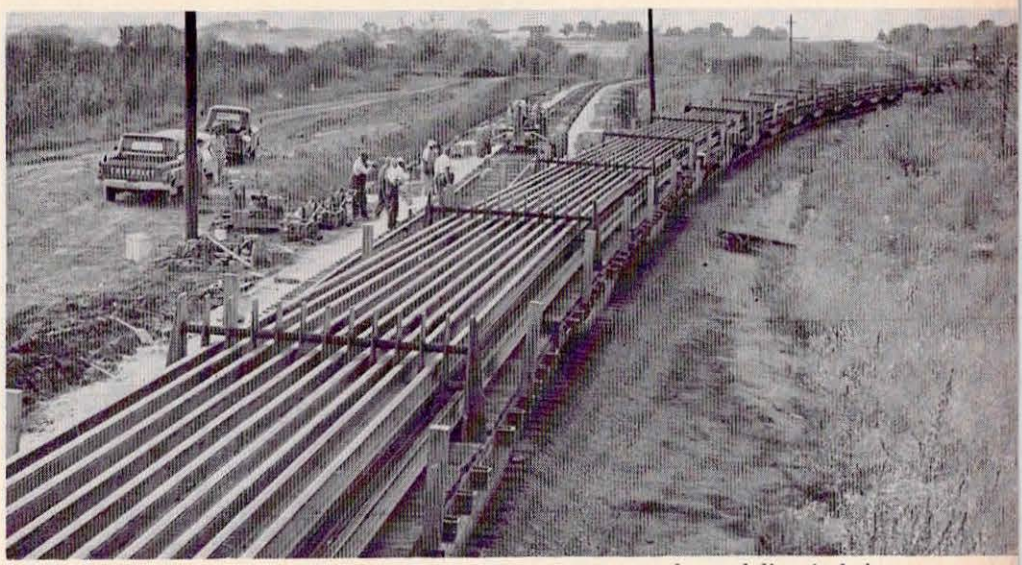
To accomplish this task it was decided to modify a standard Pettibone-Mulliken Speed Swing so that it would straddle the 8½-ft crossties. The vehicle's four axles were each extended 27 in. to provide a full 10-ft clearance between the inside faces of its 14-in.-wide pneumatic tires. Some reinforcing brace plates and rods were applied to provide additional support for the vertical weight of the vehicle above the axles. A double drawbar was provided so that two welded rails could be bolted to the Speed Swing with regular angle bars at a distance apart equal to the exact track gage. This insured that the two rails would settle into position on the tie plates as they were pulled along over the ties.

As soon as sections of the new roadbed were completed with new ties in place up to the point where they would meet the existing track, the welded rail was delivered and laid.

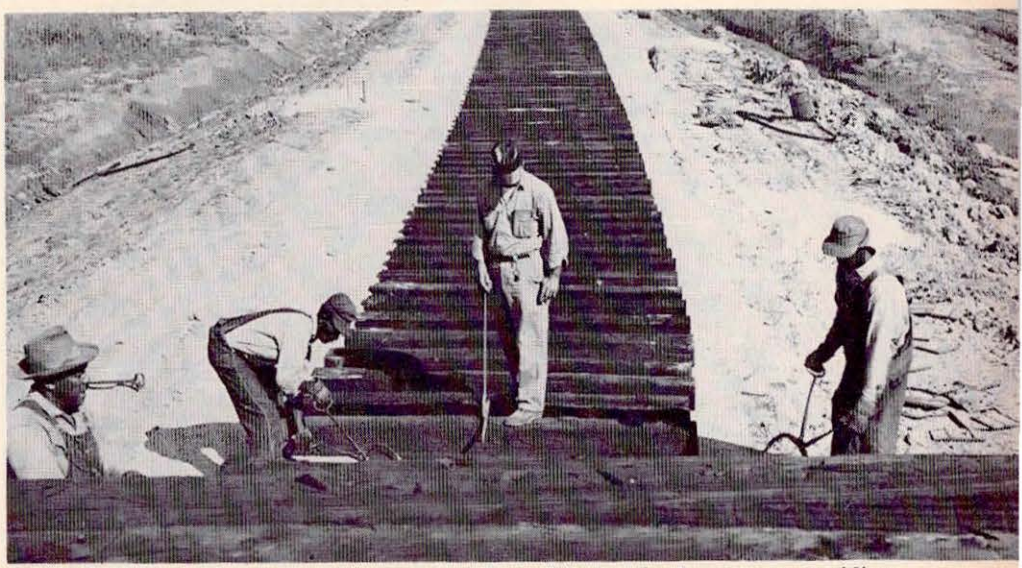
Walkie-talkie radio (with a loud-

(*Continued on page 92*)

SPEED SWING, with axles lengthened 27 in. on both sides, straddles the new ties as it unloads a pair of long rails. Using standard angle bars the rails are bolted directly to drawbar on the machine. The Speed Swing moves at about a brisk walking speed and the ribbons of steel settle gently into place on the ties.



RAIL TRAIN arrives at point near Paola, Kan., where a relocated line is being built. Note that ties are in place on new roadbed and that Speed Swing is already in position for unloading the first pair of long rails. The objective is to place them in the right position for connection with first joint of existing track.



CROSSTIES for relocated sections were delivered in trucks from nearest siding. The tie plates will be placed on ties and partially spiked in position before rails are unloaded. Power spike drivers spike the long rails to the ties.

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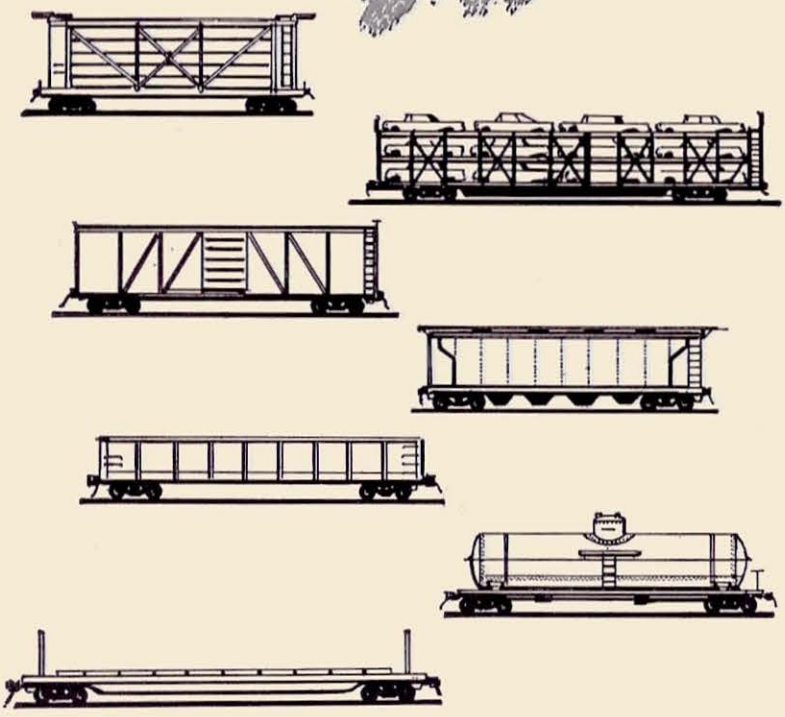

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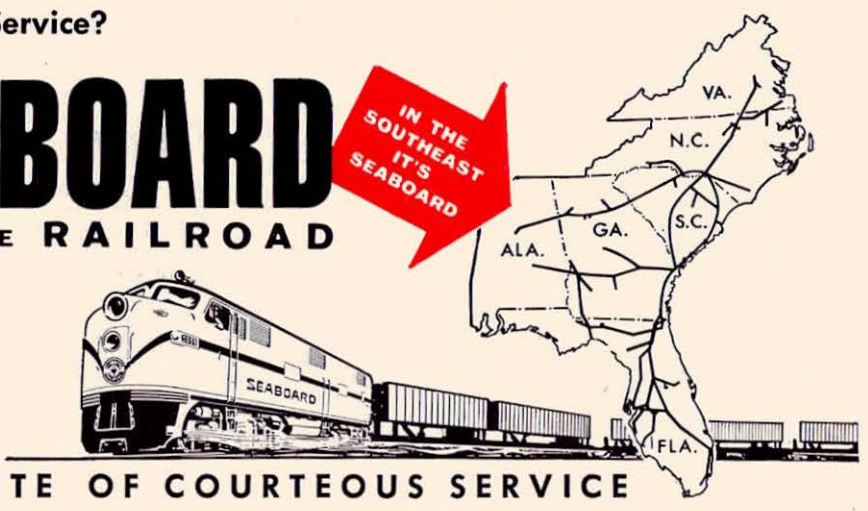

Robert L. Mott
Manager TOFC Traffic
Seaboard Air Line Railroad
3600 West Broad Street
Richmond 30, Va.

THE ROUTE OF COURTEOUS SERVICE

How the MP Lays Long Rail

(*Continued from page 89*)

speaker attachment on the Speed Swing) is used, by the roadmaster in charge of unloading operations, for co-ordinating the work of the Speed Swing operator, the rail unloading crew, and the trainmen whose 33-car train is out on the main line under dispatcher's orders and proper flag protection.

To start the unloading operation, two steel cables attached to the Speed Swing are secured by clamps near the ends of two welded rails resting in one of the three tiers on the train. Moving away from the train, and straddling the new crossties, the crane pulls the two rails from the train sufficiently far enough for them to flex of their own weight toward the ground. They then are bolted to the drawbar on the crane's frame. The crane then moves away from the rail train once again, pulling the long strings over the new ties.

Spaced every 25 ties are rollers, as wide as the base of the rail, turning in cradle supports that fit snugly over individual ties directly above the tie plates. They receive the moving rail and serve to expedite its movement. Keeping up a steady pull, the Speed Swing moves at about a brisk walking speed, the long ribbons of steel gently settling into place on the ties. On the average, it takes about 15 min to string out a pair of rails full length.

As the ends of the 1,440-ft strings come near the end of the rail train, the Speed Swing operator hears described over his radio loudspeaker exactly how the now slowly-moving steel is approaching the skids to slide off the car. The objective is to place them on the ground in exactly the right position for connection with the nearest joint of the existing track.

Where it is considered expedient to do so, especially if two or more 1,440-ft pairs of welded rail are to be put down between sections of existing tangent track, a switch may be cut into the end of the tangent track to be retained, making a short spur of one or two 39-ft rail lengths leading onto the newly prepared section of roadbed.

In this case, the end car of the rail train is moved onto the spur and a pair of welded rails removed by the Speed Swing as described. After those rails have been spiked sufficiently to hold them in place, the rail train backs in over the quarter-mile length of new rail and the Speed Swing pulls off another pair of welded rails.

This process can be repeated until existing tangent track is again reached. When the new line is cut into the existing track it will be joined in conventional manner. The switch and spur will be removed and a new continuity of virtually all tangent track will have been created.

After the long rails for a particular length of track have been unloaded, the rail train, with any remaining lengths of welded rail still to be put down elsewhere later on, is withdrawn. The rail gang then moves in to distribute spikes, remove the rail rollers and, when necessary, adjust tie plates under the new rail. Power spike drivers are used to spike the long rails to the ties.

Later, the conventional finishing steps are taken, such as application of rail anchors, bond wires and ballast. In the present work the Missouri Pacific is using a new-type audio-frequency electronic track circuit for operating highway crossing flasher lights. This avoids cutting insulated joints into the welded rail lengths. The use of an epoxy resin to seal the joints between welded rail sections is also planned for this job.

The present Missouri Pacific project is between Chiles, Kan., and Paola, and begins some 34 miles from Kansas City. More than seven miles of the new welded rail will be laid intermittently along the 9.42 miles involved in the job. The work entails moving some 300,000 cu yd of earth and rock in building the new roadbeds. Grosshans & Petersen, Marysville, Kan., is the contractor handling this phase of the work for the railroad.

The new roadbed will be 1,166 ft shorter than the existing alinement. The total central angle will be reduced 427 deg. Maximum grade will be reduced from 1.35% to 1.00%.

More than 25,000 new creosoted 8½-ft main-line crossties will support the new welded rail sections. Strapped together in bundles of 50, the new ties are being delivered by rail to sidings as close as possible to the new work, unloaded by crane and trucked over the newly-built roadbed. The straps are broken there and the ties peddled out and spaced by the railroad's track gang.

The welded rail—new 115-lb steel—comes from a Matisa welding plant set up at the Missouri Pacific's shop at North Little Rock, Ark. On each train there are 36 lengths of rail, stacked three tiers high.

The target date for placing in service all of the 9.42 miles under present line and grade improvement AFE's at this location is December 31. However, with the approach of winter and in view of the considerable amount of new roadbed that had to be built, weather conditions in the weeks remaining this year may necessitate altering the projected date of completion.

Plans are already completed for an extension of the present project to reach some four more miles north from Chiles toward Kansas City. Missouri Pacific engineers expect the AFE for this work to be included in the 1963 budget.

GRADING in large amounts is required in preparing the new roadbeds. The crawler shovel in this view is loading solid rock that has been broken up by blasting.

"In the past several months we have had the opportunity to ship a considerable number of cars by Norfolk and Western and have found that the type of service rendered by the Norfolk and Western is standard only for the Norfolk and Western. We feel that this type of service should be commended. We read in the press of the distress of so many American railroads today. We can't help but feel that you have found the key to successful railroad operation, and that is to render fine service to your customers."

Shippers like dependable Norfolk and Western service. So much so that they often go to the trouble of writing and telling us so.

Over the years the N&W has earned a reputation for dependability. Maybe it's because we've been able to hire and keep reliable employees. Maybe it's our own company spirit. Anyway, we intend to continue providing the kind of service our customers need and have a right to expect. May we serve you?

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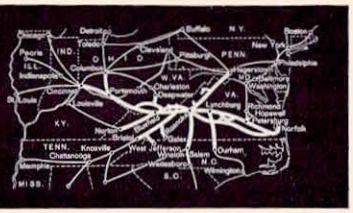
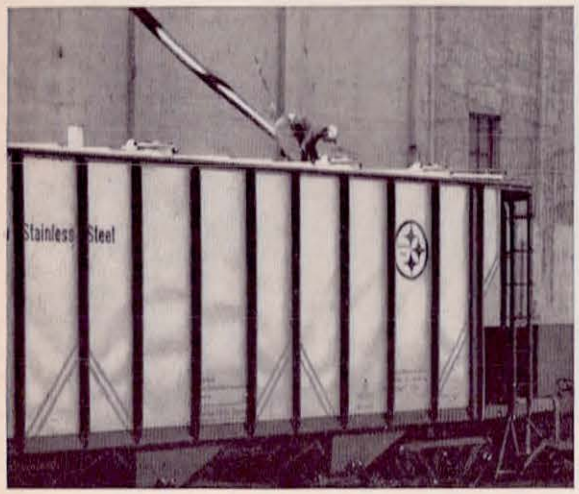
N&W



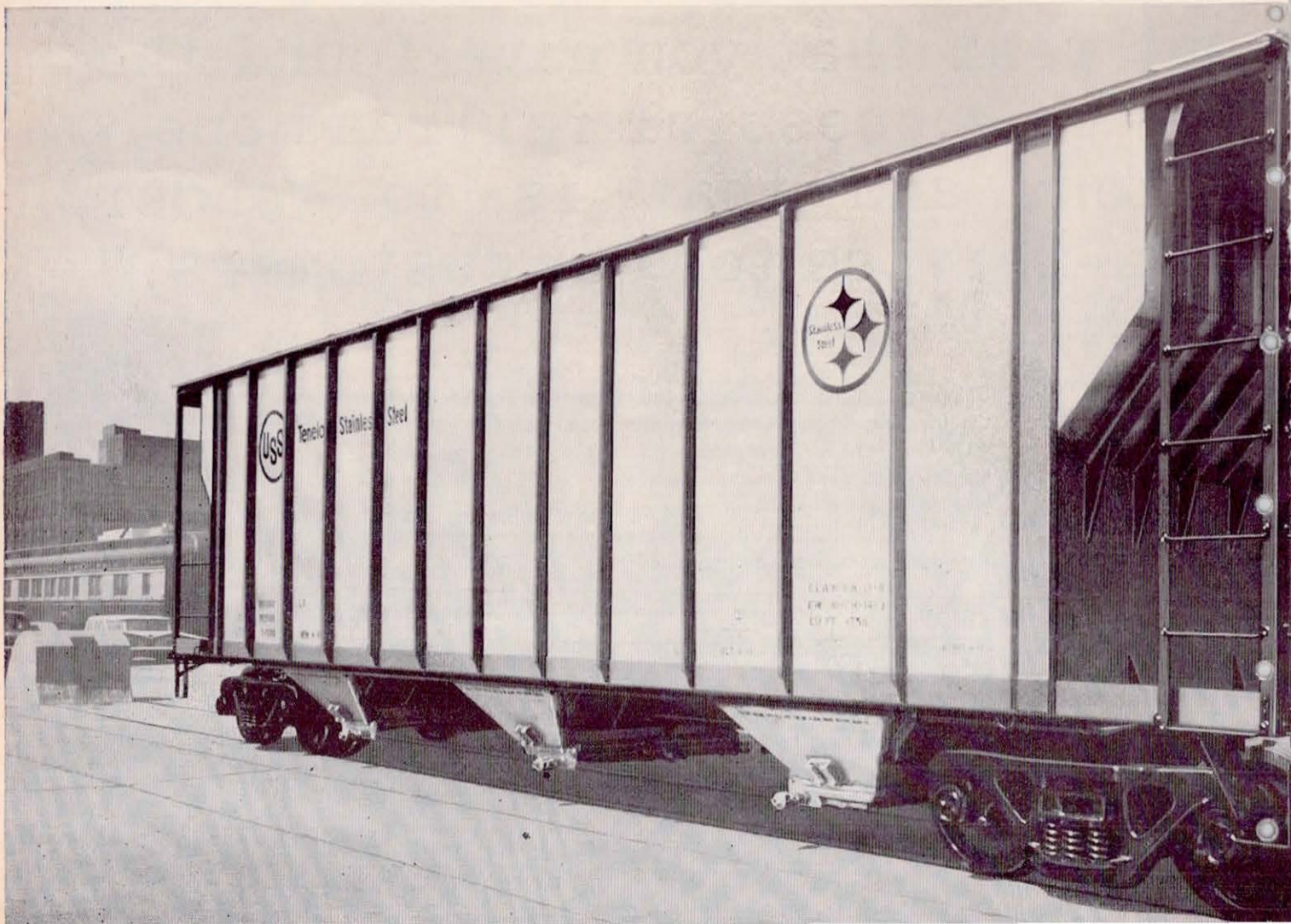
ANYTHING GOES



LADING AND LOAD IN TONS

Cement	100	Potash	98
Soda ash	104	Mill feed	39
Silica sand	101	Phosphate rock	95
Bulk malt	59	Super phosphate	91
Blended malt	64	Kaolin clay	84
Sodium tripolyphosphate	65	Roasted dolomite	96
Granulated sugar	87	Grit (corn meal)	45
Alfalfa pellets	84	Brewers rice	89
Calcined petroleum coke	81	Soybean meal	67
Rice	80	Sodium chlorate	62

You can have "kitchen-clean" shipments with a TENELON steel covered hopper car. All sections of the body that come in contact with the lading, including hatches, are TENELON Stainless Steel. There are no linings. A "kitchen-clean" interior is maintained by a washing between shipments. The smooth all-welded seams of the hoppers prevent dirt from accumulating. The smooth surface of the Stainless Steel permits the load to slide freely and quickly.



...in a USS Tenelon Stainless Steel hopper

Anything that can be swept out or hosed away can be carried in the new USS TENELON Stainless Steel covered hopper car without contaminating it for subsequent loads. In freight runs to destination points across the United States, consignees witnessed the unloading of ladings that ranged from cement to sugar to malt to roasted dolomite. The receivers came away with two key observations about the TENELON Stainless hopper: It keeps the lading *clean* and it unloads the lading *fast*.

When it comes to cleanliness, compromise and half-way measures cannot be tolerated. *TENELON Stainless Steel meets the demand for cleanliness.* When it is a matter of unloading lading without problems, it's a matter of saving money. A lading that refuses to flow freely can be a sizable problem that can not only test tempers, but cost money. It is expensive to do with manual labor or mechanical devices a job that should be accomplished smoothly with the force of gravity. *TENELON Stainless Steel meets the demand for slideability.*

Here are some comments from shippers of various products:

Silica sand—"The best self-cleaning qualities in a car we've seen yet. We have a contamination problem and we check cars very closely for cleanliness. This car looks good inside and outside, too!"

Malt—"The malt slides out much better from the car. We did not have to pound the sides as we have to do with other cars."

Sugar—"A car carrying sugar must look clean—*be* clean. This car meets those requirements."

Chemicals—"We're happy to see a car made of Stainless Steel. Our chemicals must meet tight specifications for cleanliness. This car is easy to clean."

Sodium tripolyphosphate—"The dryness of this car is remarkable."

Soda ash—"The load flowed more freely than from other cars. Unloading time was greatly reduced."

During the entire test period, loads of all kinds flowed out quickly due to the slideability of Stainless Steel. There was no pounding or shaking of the car necessary to start action. The self-cleaning qualities of the USS TENELON Stainless Steel car were evident. After simply sweeping with a broom or hosing with plain water, the car was ready for its next load.

Less weight—more payload—low operating costs. The 100-ton capacity USS TENELON Stainless Steel car weighs only 58,500 pounds. Extra strength was built in by using high-strength low-alloy steels such as USS COR-TEN brand in the framework and USS TRI-TEN brand in the center sills. These two steels have minimum yield points of 50,000 psi and USS TENELON Stainless Steel has a minimum yield strength of 70,000 psi. All three steels have superior resistance to atmospheric corrosion so that maintenance is greatly reduced and long service life is assured.

For detailed information about the performance of the first USS TENELON Stainless Steel covered hopper car, send the coupon below. USS, TENELON, TRI-TEN and COR-TEN are registered trademarks.

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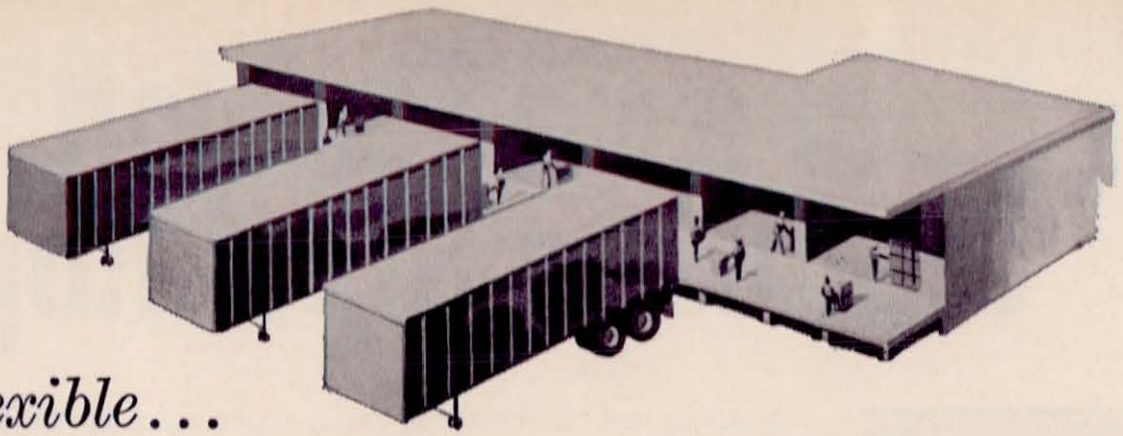

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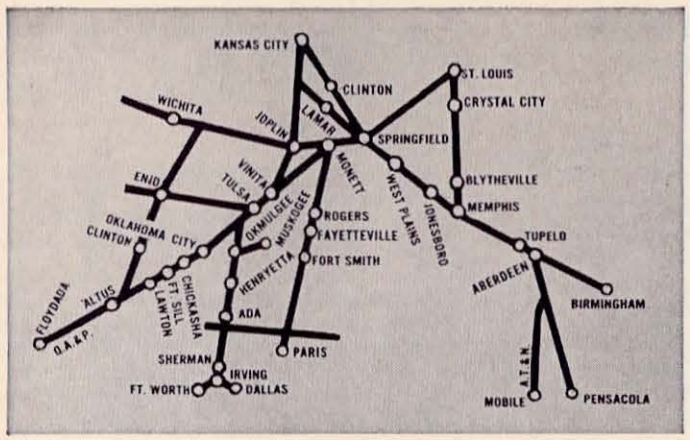
- **Combines inherent advantages and flexibility of both rail and motor transportation.**
- **Smooth; customers report less damage.**
- **Interline service with 58 other railroads between most major markets.**



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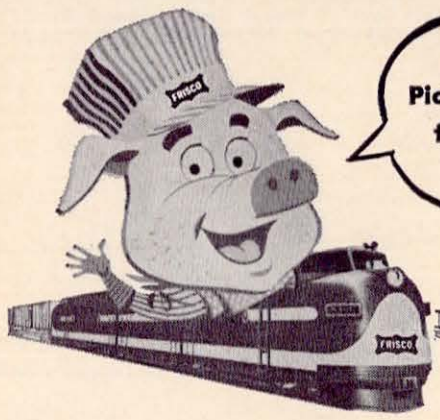

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Webb Says Shippers Can Curb Gray Area

Shippers, and not the Interstate Commerce Commission, "hold the greater power either to foster shady [truck] operations, or to put violators out of business."

That's what Commissioner Charles A. Webb told the Midyear Conference of the Manufacturing Chemists' Association at New York last week, in the course of a panel talk devoted to "gray area" transportation.

Common carriers can help to curb unlawful operations, Mr. Webb said, by continuing to bring possible violations to the Commission's attention, and by improving the efficiency and economy of their own operations. The Commission, he asserted, will strive to stem the tide of illegal transport.

"But shippers must be willing to forego the deceptive short-run advantages promised by shady operators in order to remove the threat which illegal operations pose to the entire transportation system."

He described the "four classic disguises" which shippers must learn to recognize as:

1) Leasing devices "by which a shipper gives the appearance of conducting private carriage, and enjoys its benefits, but avoids the burdens of operating leased vehicles under his own control and responsibility";

2) Buy and sell deals;

3) Alleged agricultural cooperative associations whose operations go beyond the scope of exemptions allowed by law; and

4) So-called shipper cooperative associations which seek to give the appearance of bona fide cooperatives in order to conduct operations as freight forwarders.

To avoid being "victimized" by such "sharp operators," Commissioner Webb advised shippers "to avoid all paper arrangements which subordinate substance to form"; and "not to engage in private carriage without assuming full responsibility and accepting all the economic burdens which it may entail."

"Most questionable operations can be detected," he said, and "most responsible shippers seem to be doing it."

Speaking of the TOFC investigation (Ex Parte 230), Mr. Webb declared that the ICC's intention "is neither to restrain the development of piggybacking nor to favor this method of transport over any other. . . . When the full picture has been presented, the Commission will make the decision which, in its judgment, will best further the broad objectives of the national transportation policy."

RAILROADING AFTER HOURS WITH JIM LYNE

UNINQUISITIVE YANKEE?—I've been reading (in "New Englander" magazine) an astonishing interview with Richard D. Hill, VP of Boston's First National Bank, and chairman of the transportation committee of the influential New England Council. Mr. Hill says that the major factor in the decline of railroad earnings is "competition." He goes on to say (hold onto your chairs) that "there is a body of evidence to the effect that government favors are fairly evenly divided between the types of transport."

That statement would have been accurate in 1912, and perhaps even in the mid-Twenties, but it certainly is wide of the mark today. Mr. Hill should, perhaps, put in a little more time on his homework.

If Uncle Sam should set up an unregulated bank across the street from Boston's First National and supply it with a handsome building free of rent and taxes—with an unlimited supply of capital from the federal treasury—then Mr. Hill would begin to get some first-hand education in the kind of "competition" that exists today in the transportation industry.

RPI IS ON THE BALL—It isn't always easy to revive an old organization, stepping it up to a new tempo of activity and usefulness—but that is what has been done with the Railway Progress Institute (formerly the Railway Business Association). I've just attended the two-day annual meeting of RPI, and I'd be hard put to it to name any other organizaton in or around the railroads that is better organized to do the job that's cut out for it.

The recognized formula for success in a trade association is a staff that succeeds in getting members to work—and the RPI has some committees (e.g., those on TOFC, foreign trade, passenger traffic, equipment financing) which really have dug deep into their subject matter. Then there's the set-up RPI has to support the constructive transportation legislation now before Congress.

In this Institute the railroads have an ally that, I suspect, is far stronger than most people realize.

'PIPELINE ON WHEELS'—Retired Railroader Lee Spencer, who is one of Barry Goldwater's neighbors in Scottsdale, Ariz., refers to the Quebec North Shore & Labrador as "a pipeline on wheels"—which got me to wondering what might be done with a stretch of railroad set aside wholly for oil transportation and using big tanks in big trains exclusively.

How would the operating costs of such a railroad, if used to capacity, compare with a pipeline of equal capacity? Any experts know the answer? The trouble with most comparisons of railroads with single-purpose carriers (e.g., pipelines and barges) is that they compare costs of these highly specialized carriers with the average costs of multiple-purpose railroads. It's like comparing watermelons with plums.

AUTOMATED INTRAPLANT SWITCHING—They tell me that centrally controlled switching, with crewless locomotives, is a "natural" for a lot of industries—and is an effective sales tool for railway transportation. It brings down the overall cost to the patron of transportation by rail, without the necessity for rate reductions. And there's no such thing as automated intraplant movement of trucks—nor is there likely to be, at a reasonable expense.

Sounds like an idea railroad freight traffic salesmen might find it worth looking into—to pass the word along as a favor to their customers (as well as to the railroads).

CITIES ARE WAKING UP—In the recent mayoralty election in Montreal Mayor Jean Drapeau won a new term by an overwhelming majority. His principal campaign argument (as I gather from the Montreal papers) was that he had actually started the excavation for Montreal's subway system.

Meanwhile, the voters in San Francisco have also shown their appreciation of the need for efficient transit service, if their beautiful city is not going to be "conurbationized" into a mere parking lot.

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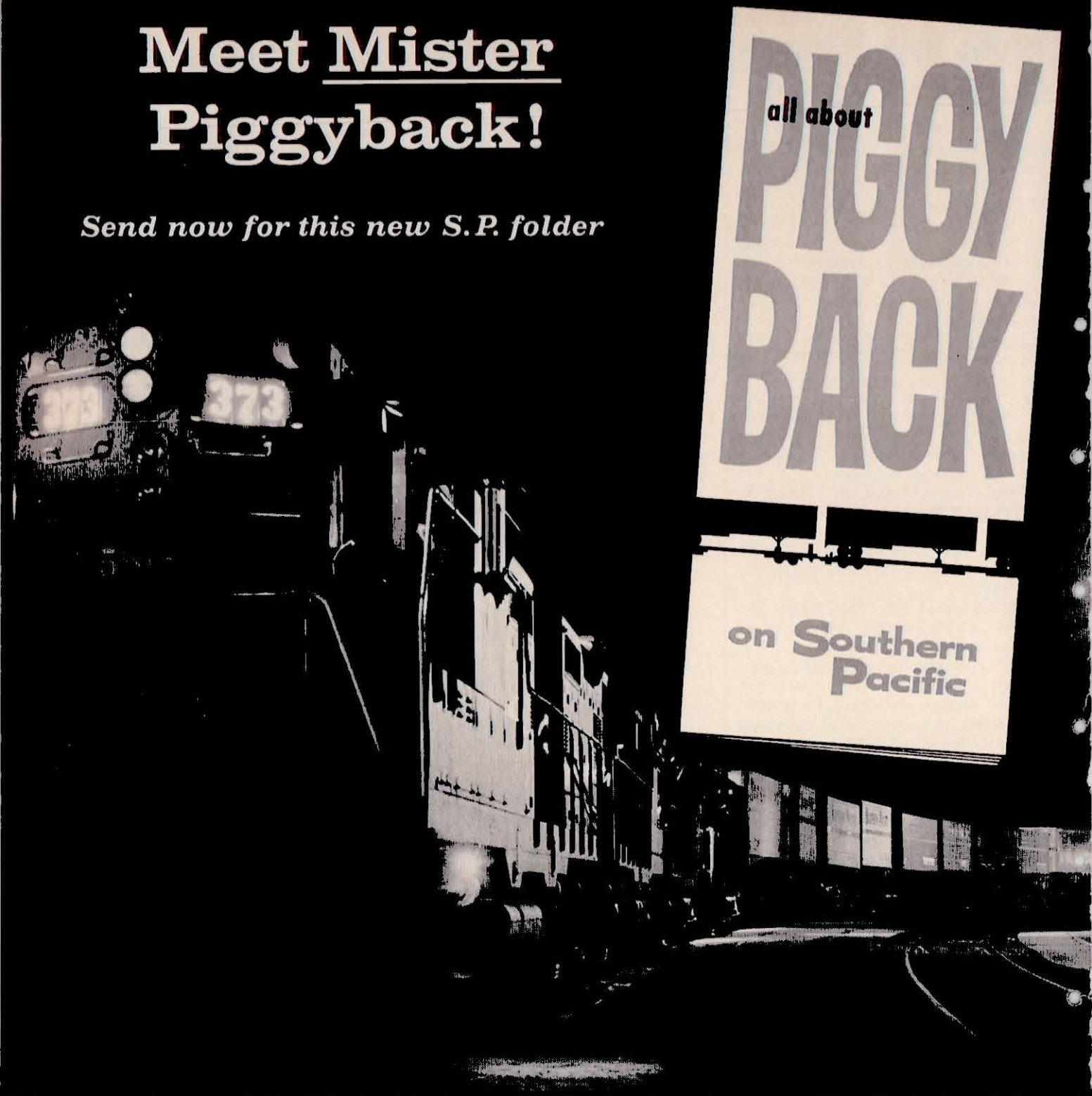
Send now for this new S.P. folder



Southern Pacific pioneered Piggyback in the West and Southwest in 1953. Today, S.P. offers shippers the largest fleet of Piggyback equipment in the U. S., and 60 Piggyback ramps located for strategic access to hundreds of communities from Portland to New Orleans and St. Louis. Fast S.P. Piggyback schedules offer overnight service to many points, and through service via connecting railroads to all major U. S. shipping centers. Want more information? Send for our new 8-page folder. Write to W. G. Peoples, Vice President—System Freight Traffic, Southern Pacific, 65 Market Street, San Francisco, California.

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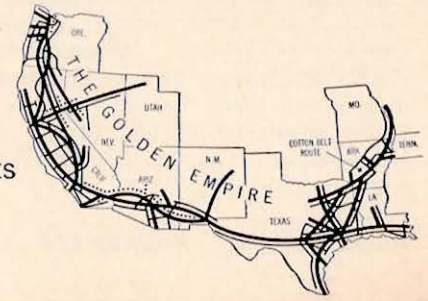

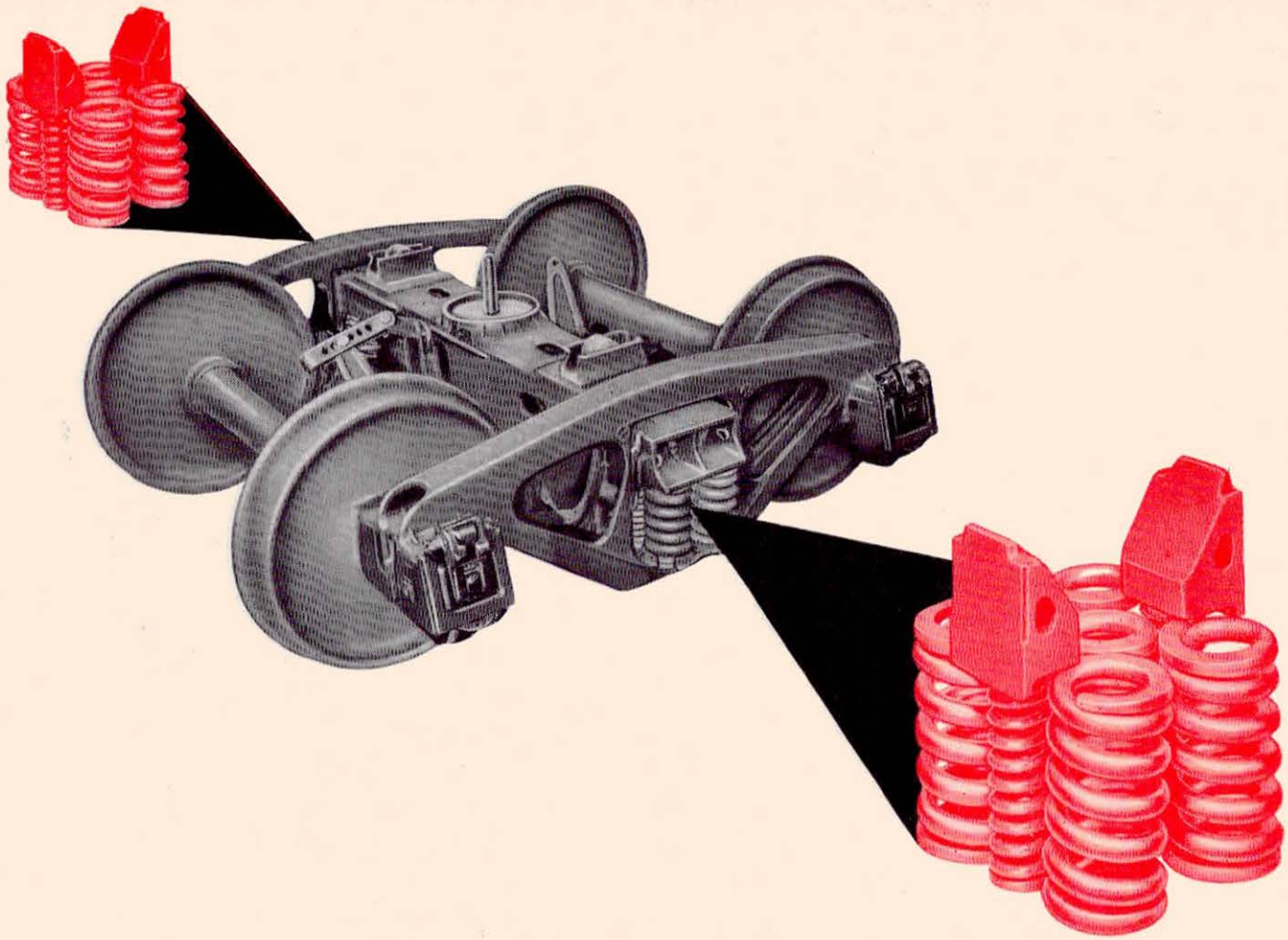

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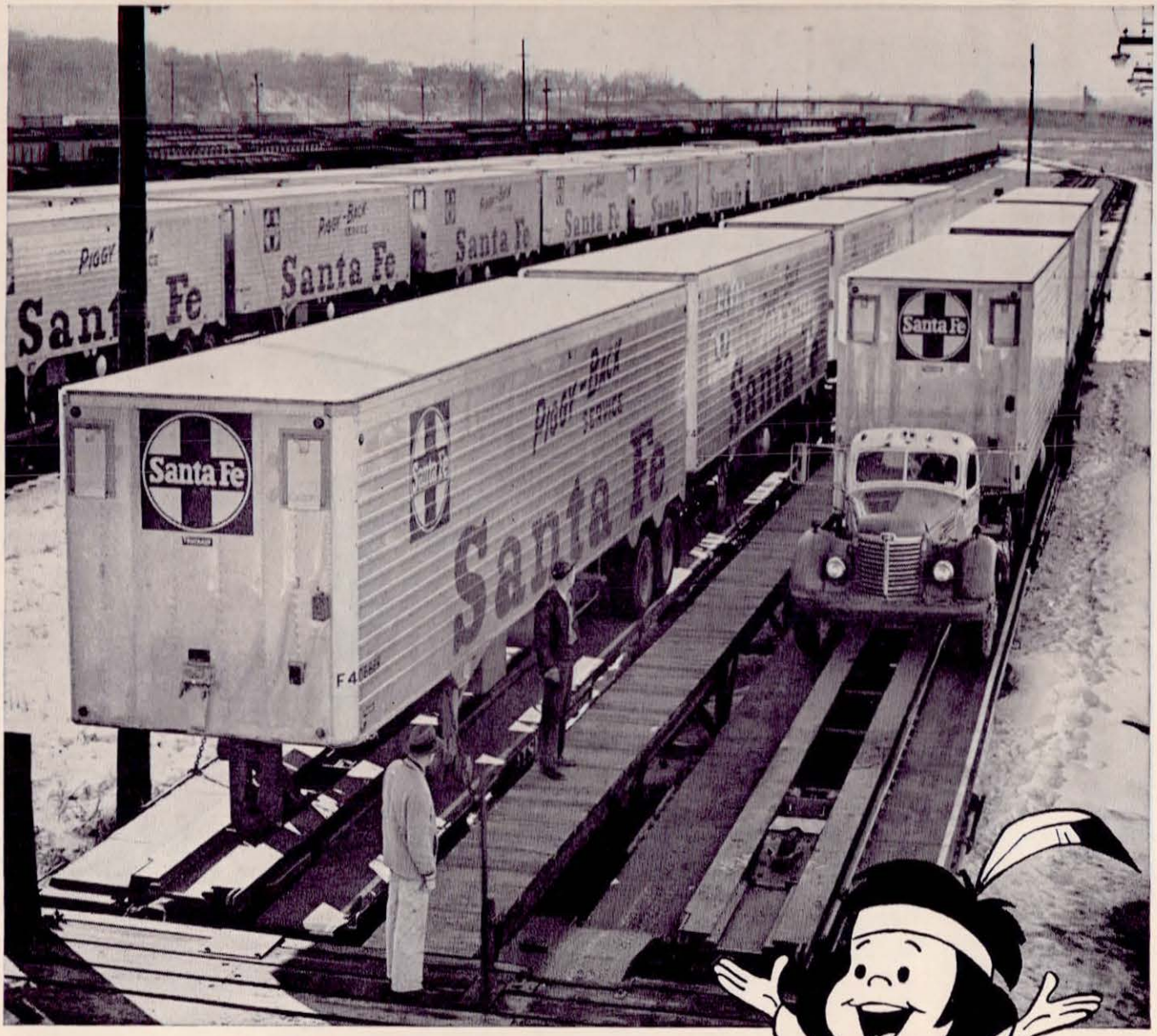


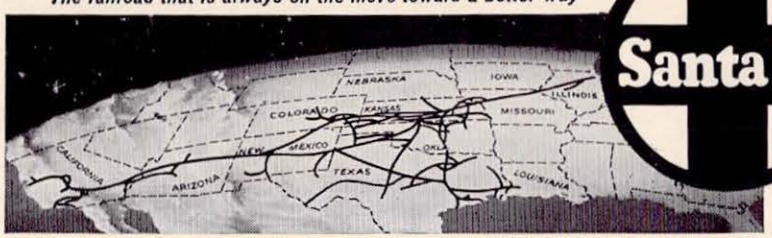
Santa Fe the PIGGY-BACK way

Si! Si! Chico. This modern service is so big on the Santa Fe almost every train now carries piggy-back cars.

Santa Fe's Piggy-Back fleet is one of the most modern in the nation with trailers of all types: refrigerated for perishable and frozen foods; insulated to protect special commodities; flat beds for shipment of unusual sizes and shapes.

120 new trailers are now on order to take care of your growing needs for Santa Fe Piggy-Back service. More are to be added as a part of our program of "keeping always on the move toward a better way" to serve you.

The railroad that is always on the move toward a better way



Santa Fe

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Stationary, multi-unit installations of **BUCK** automobile rack car loaders and unloaders are becoming more and more common as traffic increases. However, the various rail-mounted and tire-mounted portable models continue to find favor among many users.

Because of individual user preference and conditions, **Buck** now offers 9 models of this outstanding machine. Without first discussing your automobile rail shipment program, it is difficult to recommend the model that is best for you. We do know, though, how important it is for you to pick the model that will handle your traffic now as well as next year and the year after.

For instance, the increased movement of larger trucks by multilevel rack cars should not be overlooked. Truck units weighing up to 20,000 lbs. can now be handled with either of two Buck models.

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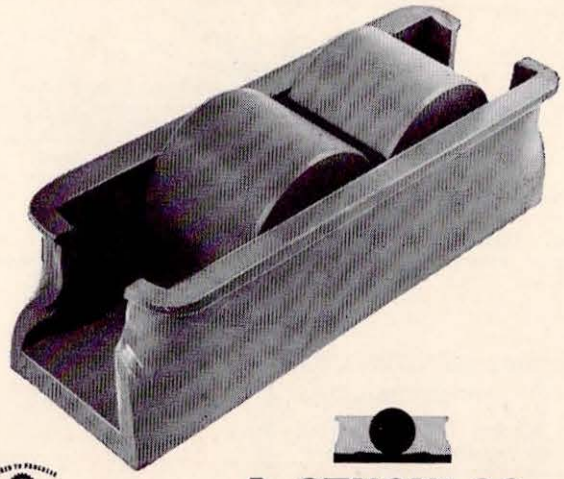

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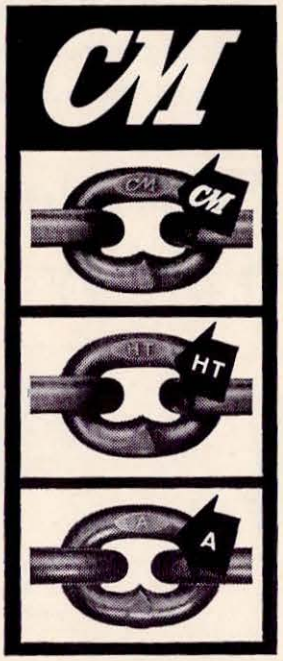

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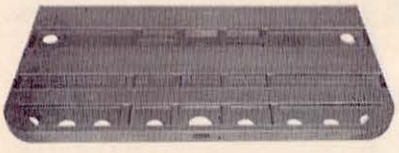
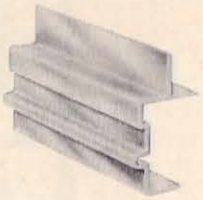
New Golden Series features provide extra strength at key points . . .



***FULL WIDTH HI-TENSILE PICKUP PLATE** is reinforced with 4"-deep structural assembly.*



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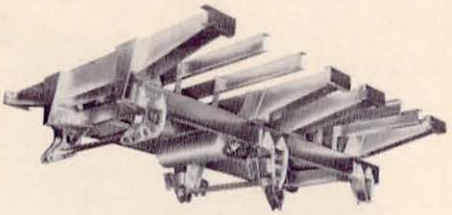
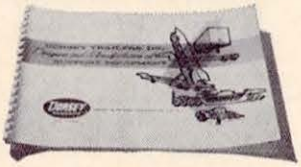


***DORSEY TANDEM SUB-FRAME** was designed to withstand shock and stress of piggyback duty.*

Ask for brochure describing Dorsey Products and Facilities.



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If you make it, grow it or mine it and if you want to sell it — distribution is an important link in your marketing chain.

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'63 View: A Cautious Vote of Optimism, 3-2

By a hesitant, 3-2 vote, panelists at the Railway Progress Institute's annual Industry Outlook Conference decided that 1963 may be a wee bit better year than 1962 for the railroads—and, consequently, for the members of RPI.

Representatives of two of the nation's most prosperous railroads —Santa Fe and Chesapeake & Ohio —checked in with opposite forecasts for next year. Frank J. Steinberger, vice president and general purchasing agent of the Santa Fe, predicted continuing increases of 2% to 4%, not just for '63 but for the next several years. But Owen Clarke, vice president-purchases and stores of C&O, said the economic indicators his road relies upon point to a mildly depressed status for the nation's economy for six to nine months, followed by the initial stages of a recovery. Carloadings, he said, could dip by 5% to 10%—with corresponding cutbacks in railroad purchases and capital expenditures.

The other three panelists stuck closer to the middle of the road. Harold A. Berry, manager-purchases and materials of the Rock Island, saw better days ahead in '63 for both RI and the supply industry. C. F. Bayer, director-purchases and materials of the Erie-Lackawanna, predicted a "small increase" next year, after two or three months in which the railroads will roll along at about 1962 levels. And Malcolm P. Richards, vice president-purchases and stores of the New York Central, indicated that the industry may have to step lively next year even to keep up with the 1962 pace.

Almost as many shadings of meaning greeted the first question from the floor thrown at the panel —a query regarding liberalized depreciation schedules and their possible effect on railroad thinking on the old buy-new-vs-rebuild-old freight car problem.

Santa Fe's Mr. Steinberger said he thinks the new rules will cause railroads to take a closer look at plans for heavy-rebuild spending—and that ultimately the revised schedules will help the carbuilders. E-L's Mr. Bayer said the change "may help . . . but it falls far short of what's required." And C&O's Mr. Clarke noted that the ultimate benefit from the new rules depends to a large extent on what the ICC does with its own accounting rules.

RPI President Holcombe Parkes, in introducing the panelists to the audience and vice versa, called the large group of suppliers "the hungriest audience you'll ever face." But the audience refrained from loading its questions, and the only opening for possible controversy got no reaction. It came when Mr. Bayer, asked whether U. S. railroads would buy foreign products, said no—but added that he's "disturbed by the lack of restraint" on the part of suppliers who "continue to favor other forms of transportation [with their business] at the same time they plead with us not to buy foreign."

Other panelists also fielded the query. Mr. Steinberger said ATSF has bought American and will continue to. Mr. Berry said Rock Island would look overseas only if foreign manufacturers come up with technology not available here or if the price edge is too big to ignore. Mr. Richards expressed confidence U. S. industry will continue to be able to compete on price, service and-or quality. Mr. Clarke, with a smile, noted that he was boxed-in—he'd been quoted in last week's Railway Age with a comment indicating C&O buys American and will continue to do so.

The conference also brought out these points:

- One of the industry's needs —particularly in the West—is a low-cost box car. In Mr. Steinberger's words, "we don't need an $18,000 box car to ship grain.
- Coal-slurry pipelines aren't, per se, a real threat to the railroads. But, said Mr. Clarke, they are "a club to beat rail rates down — and the threat is doing that."
- Next year will be a year of "great accomplishment" for the railroads—in consummating mergers, in "successfully resolving the work rules dispute" and in getting favorable action on President Kennedy's transportation message. But, C&O's Mr. Clarke noted quickly, benefits from these gains won't start showing up in '63. They'll come in 1964, 1965 and thereafter.

RPI, incidentally, will head into 1963 with a new hand at the throttle. New chairman of the Institute is John D. Cannon, president of Morton Manufacturing Company of Chicago and former RPI vice chairman. He succeeds John W. Scallan, president of Pullman-Standard, who closed out two years as RPI chairman at the annual meeting. Mr. Cannon's successor as vice chairman is W. Lyle Richeson, vice president of Westinghouse Air Brake Company.

RPI Chairman John W. Scallan (left) and Vice Chairman John D. Cannon (center) are shown presenting the RPI's top award for freight traffic promotion, the Golden Freight Car, to Rock Island President R. Ellis Johnson. RPI awards of merit were won by Southern, Louisville & Nashville and Texas & Pacific.

Eastern Markets to Get 'Coal by Wire'

A new "coal by wire" project that could have far-reaching effects on coal-carrying railroads was unwrapped in the East last week.

At a Nov. 19 press conference in Philadelphia, 18 private electric companies announced that they will build 600 miles of 500,000-volt transmission lines to send power directly from two large mine-mouth plants in West Virginia and Pennsylvania to eight eastern states and the District of Columbia.

The $350-million project is twice as big, in terms of dollar outlay, as a similar "coal by wire" system already under construction by the Virginia Electric and Power Co. (RA, Nov. 19, p. 9).

The two mine-mouth plants planned by the eastern utility group will have a total capacity of 2,100,000 kilowatts. A 1,600,000-kilowatt plant will be built near Johnstown, Pa., and is expected to burn about 4,700,000 tons of bituminous coal each year for the first ten years of operation. The coal will come from Armstrong and Indiana County fields, most of it via a conveyor belt. Another 1,350,000 tons a year will be burned at a 500,000-kilowatt station on the Monongahela River near Morgantown, W. Va.

Involved in the program are 14 companies in the Pennsylvania-New Jersey-Maryland interconnection (PJM), three in the Allegheny Power System (APS), and the Consolidated Edison Co. of New York.

It was impossible to say last week how drastically the new project would affect the traffic picture of coal railroads. In an effort to retain coal traffic against the triple threat of "coal by wire," coal-slurry pipelines and residual-oil dumpings, these railroads have moved swiftly in recent months to implement the integral-train concept of bulk haulage. A number of roads have either cut rates on solid-trainloads of coal or have announced their intention to do so.

A spokesman for one major eastern coal carrier noted last week that the new "coal by wire" project was designed to meet the utility companies' expanding needs. He said he didn't expect any decrease in the total consumption of power plants now burning coal—but he conceded that the "planned growth of the coal market in the East" will be interrupted. This "interruption," he estimated, will be the equivalent of two years of normal growth.

He noted that in any case the new high voltage lines won't be in operation until 1967.

A representative of another eastern coal-carrying road agreed that the new power-line network would probably curtail future expansion of local generating plants. This, he said, would be "quite a blow" to his road's traffic.

Terminal points of the high voltage lines will be near Philadelphia, in northern New Jersey, and in metropolitan New York.

What about the future? Without specifically mentioning plans for new "coal by wire" projects, last week's announcement commented that the present program "is only a small part of expansion plans for the future. To meet tomorrow's needs, the nation's investors-owned utilities will invest a total of $42,000,000,000 in plant and equipment in the 1960-70 decade and another $80,000,000,000 in the 1970's."

Board of Directors Elected By AAR

The Association of American Railroads has elected 20 chief executives of railroads to serve as its board of directors for the coming year.

They include: (East) A. J. Greenough, president, Pennsylvania; Jervis Langdon, Jr., president, Baltimore & Ohio; M. G. McInnes, president and chief executive officer, Erie-Lackawanna; E. Spencer Miller, president, Maine Central; A. E. Perlman, president, New York Central; W. J. Tuohy, president, Chesapeake & Ohio; and William White, chairman, Delaware & Hudson.

The eight AAR directors from the West are: G. B. Aydelott, president, Denver & Rio Grande Western; D. B. Jenks, president, Missouri Pacific; R. E. Johnson, president, Chicago, Rock Island & Pacific; R. S. Macfarlane, president, Northern Pacific; Ernest S. Marsh, president and chief executive officer, Atchison, Topeka & Santa Fe; William J. Quinn, president, Chicago, Milwaukee, St. Paul & Pacific; D. J. Russell, president, Southern Pacific; and A. E. Stoddard, president, Union Pacific.

The five AAR directors chosen from the South are: D. W. Brosnan, president, Southern; Wayne A. Johnston, president and chairman, Executive Committee, Illinois Central; W. H. Kendall, president, Louisville & Nashville; W. Thomas Rice, president, Atlantic Coast Line, and John W. Smith, president, Seaboard Air Line.

Agreed Charges Grow—More Slowly

The growth curve of Canadian agreed charges is beginning to show its expected flattening out, according to results of the 1961 waybill study. In that year, 20.7% of all cars in the waybill sample moved under agreed charges. The increase over the 20.1% so moving in 1960 represents one of the smallest annual percentage increases reported since the waybill analysis began in 1949.

Average ton-mile revenue from agreed charges continued the downward trend which has been broken only once since 1951—due, the Canadian Industrial Traffic League observes, "to the railways entering into agreed charges covering goods such as grain, coal and gravel which normally take lower rates."

Ton-mile revenue from agreed charges continues, however; to compare favorably with the average. In 1961, at 2.23 cents per ton-mile, it was almost half again as much as the average of 1.51 cents per ton-mile realized from all traffic.

Casualty Rate Down For Rail Workers

"Casualties to railroad employees have been reduced 83% in the last 40 years," said L&N Vice President J. C. Grissom at the 47th Annual Meeting of the Railroad Section, National Safety Council. An effective safety program works in the reverse of the commonly accepted formula for success: It starts at the top and works down. "The individual supervisor," he said, "is the responsible head for safety in his own department."

Mr. Grissom told the Chicago meeting that we must "be persistent and consistent" in promoting the cause of safety. He said, "Only when we understand that there is no end to a safety program will we make consistent progress in reducing accidents and injuries. We must take the minor injury just as seriously as we do the fatality because there is only the breadth of a hair between them."

Products Reference No. 106a

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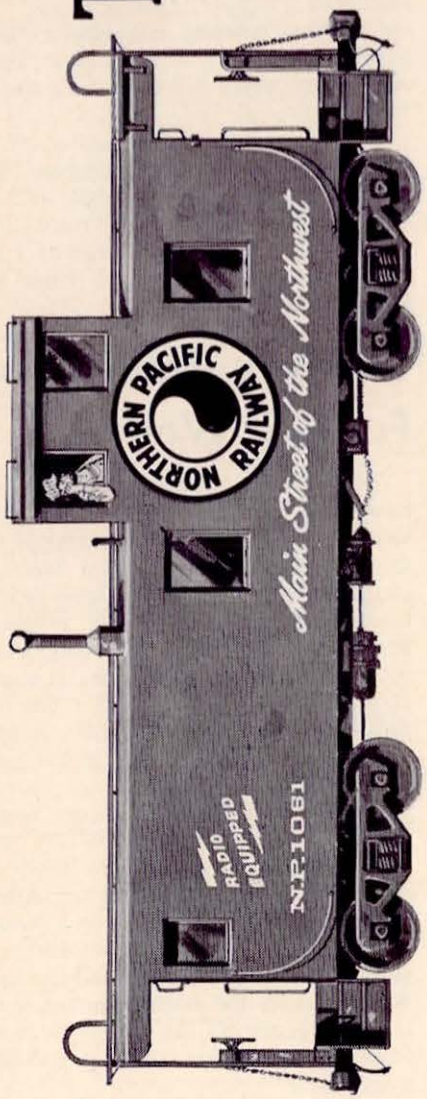


What Shippers Want in TOFC

(*Continued from page 39*)

in numerical size—favors "as many types of piggyback as there are shipper requirements to be met," in the words of A. D. Ott, traffic manager, National Castings Co., Cleveland. The only restrictions, Mr. Ott writes, should be the existence of a need for a service type and the opportunity for railroads to perform it with profit. "The continual rise in types of service," he adds, "seems to be a commendation for the railroads, regardless of the supposed confusion engendered by plan number terminology."

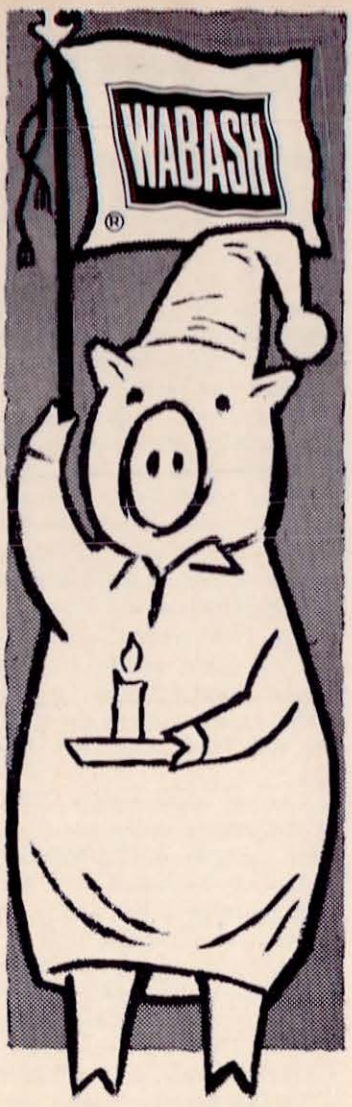
C. T. Coy, traffic manager, Eli Lilly & Co., Indianapolis, also feels that "efficient service at lowest cost" should be the only criterion. There is, he says, "no good reason to abandon plan number designations, and only confusion will result." Howard Pollen, TM, P. Ballantine & Sons, Newark, holds much the same opinion: "Each day modifications of present plans are proposed to fit user needs. Nothing should be done by the ICC to render useless this new economical form of transportation."

"Why tamper with a good workable arrangement . . . that appears to be progressing satisfactorily?" asks D. L. Koerber, executive secretary, Coal Traffic Bureau, Pittsburgh. His near neighbor, P. M. Gish, manager, traffic, American Standard, "sees no good reason to change present plans." Mr. Koerber does suggest, however, that, if two basic plans are to be adopted, "each should be flexible enough to meet the needs of the shipper, large and small." On the same assumption, Mr. Gish thinks one plan might be all-carrier, including provision of equipment; the other might have PU&D provided and trailers supplied through ownership or lease by shippers.

"As many plans as can be developed, with useless ones dropping out as a result of their inability to contribute to progress" is the idea advanced by H. J. Rogers, director of traffic, Heublein, Inc., Hartford, Conn. "It is only through maneuvering that we will eventually hit upon the best," he adds. (Like other shippers responding to earlier Polls, Mr. Rogers would abolish the 60-40 mixing rule now in force on present Plan III.)

From San Francisco, K. M. Brown, assistant traffic manager, Spreckels Sugar Co., advocates "whatever is required to meet competitively current exigencies of the commercial world." "Terminology," he points out, "often is

Products Reference No. 106b



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capricious. No matter what [basic] categories may be selected, subcategories must be considered to accomplish in the most direct manner those functions demanded by industry." He then goes on to call attention to the official position of the Pacific Shippers Advisory Board, that "all plans should continue to be approved and every effort made to continue their development and expansion." (RA, Sept. 24, p. 65.)

Two basic service types, defined as "door-to-door" and "ramp-to-ramp" would satisfy a third group of respondents. J. R. Morton, general traffic manager, Combustion Engineering, Inc., Windsor, Conn., defines "door-to-door" as "a complete service from point of loading to point of unloading, whether performed by rail, rail-truck, truck-rail-truck or any other combination" of carriers. His comparable definition of ramp-to-ramp service is just what the term implies—"shipper delivers truck to railroad ramp; consignee picks up at railroad ramp." (Piggyback, Mr. Morton notes, offers railroads "an excellent opportunity" to regain lost tonnage, and "restores their competitive position." He thinks, however, that through rates with other modes of transport "must be established promptly to provide a door-to-door service at a competitive rate.")

G. H. Cunningham, GTM, Sterling Drug, Inc., New York, suggests "one type as a pick-up, line-haul and delivery service performed by railroads locally and jointly, and the other as a coordinated service with other common carriers to or from terminal points." "Both," he adds, "should reflect rates based on costs arising from economies inherent in the efficient handling of large volumes."

"The number of plans in itself is not important," according to A. S. Daviau, traffic manager, Mennen Co., Morristown, N.J., so long as it is limited to the point where there can be "some simplicity in user understanding." He thinks that, as of now, "two plans should suffice"—tempered, however, by the railroads' ability to devise different types of service in the total program. He describes the two plans as follows:

"One in which the railroad provides a complete door-to-door service and which requires no effort on the part of the shipper other than issuing the appropriate bill of lading to the carrier for the service to be purchased. This would be comparable to existing Plan II.

"One in which the railroad provides complete terminal-to-terminal service with the shipper assuming responsibility for pick-up, delivery, trailer rental, etc. These accessorial services may be avail-

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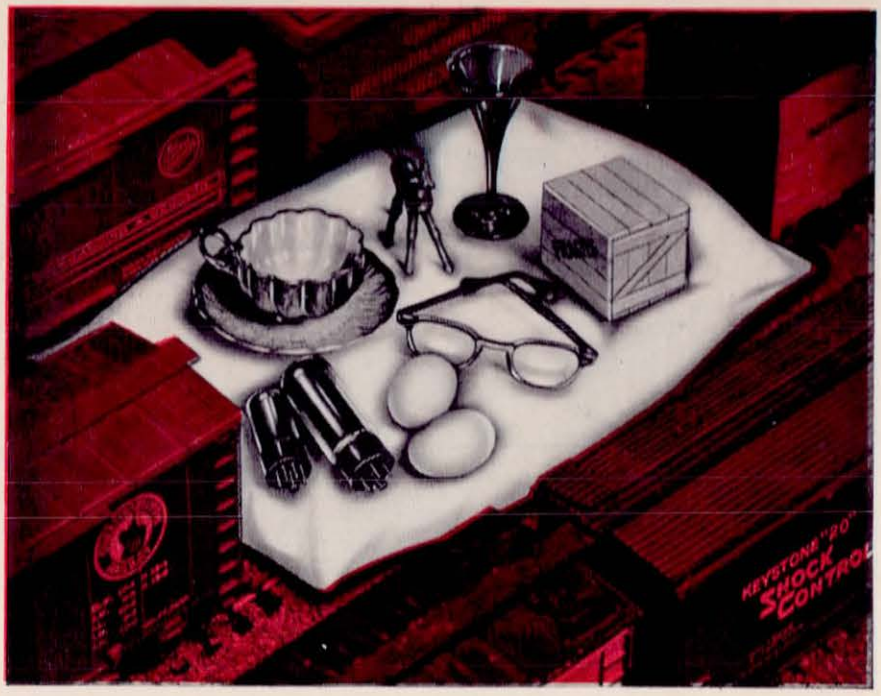

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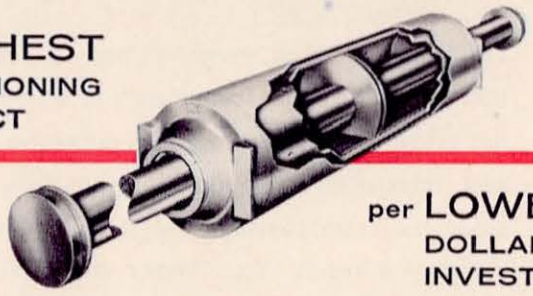

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able from the railroad, in which case charges for them should be published and available to all who desire to use them."

"Two basic TOFC arrangements should be enough" in the opinion of Southworth Lancaster, transportation consultant, Cambridge, Mass. One, he suggests, should be "all-rail or joint inter-modal," with railroads alone or jointly with non-rail carriers providing a complete transportation service—"door-to-door where appropriate." His other basic plan would encompass "all other TOFC service, with the shipper responsible for movement of trailers to and from rail terminals." Where a shipper furnishes a flat car, as under present Plan IV, Mr. Lancaster would treat it "as any other car of private ownership, with no attempt to reflect the private car allowance in the rate for transportation." He further suggests that the "90% of distance" provision should apply in the case of truckers under his first suggested arrangement; and that consummation of pending rail mergers should reduce objections to inter-modal TOFC on grounds of "invasion of territory."

Accent on Transit In European Cities

Twenty-three major European cities have turned to massive rapid transit planning as the way out of growing traffic jams, an American transportation engineer has said.

Henry D. Qinby, of Parsons Brinckerhoff-Tudor-Bechtel, the joint engineering team which planned the San Francisco Bay Area's proposed rail rapid transit system, has just returned from a five-month study of European transit. He said development programs for new rail rapid transit lines are on drawing boards or in construction stages in metropolitan areas on both sides of the Iron Curtain. Cost of the projects is estimated at over $2 billion.

"Nine cities in Germany alone are actively planning or building additional rapid transit facilities," he said.

Other cities where rapid transit lines are planned or being built include London, Milan, Paris, Leningrad, Rotterdam, Oslo, Barcelona, Antwerp, Brussels, Madrid, Basel, Budapest and Moscow. He said new lines have been opened in Lisbon, Madrid, Rome, Berlin, Stockholm, Kiev, Moscow, Leningrad, Brussels and Glasgow.

None of the cities is contemplating development of monorail, he explained, "because it is relatively less advantageous in speeds and operating efficiency than a lightweight duorail system."

Products Reference 109a

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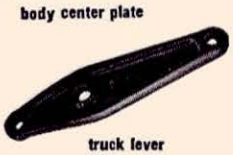
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Traffic Publications

IDENTICAL LETTERING FOR 190 ALUMINUM RIBBED TRAILERS. Tells how 190 ribbed trailers for the Southern Railway were lettered by masking with spray-on, strip-off plastic coating. 4 pages, illustrations. Spraylat Corp., 1 Park Ave., New York 16.

PIGGYBACK TRANSPORTATION OF FLORIDA CITRUS FRUIT. An interim report on problems, methods and equipment. 24 pages, illustrations, diagrams. AMS 482, Agricultural Marketing Service, U. S. Department of Agriculture, Washington, D. C.

THE U.S. GAUGE "SUPERGARD" TEMPERATURE CONTROLLER. Describes two models of temperature controllers for use in transportation. 4 pages. Catalog C-42, Advertising Dept., U.S. Gauge division of Ametek, Inc., Sellersville, Pa.

INSTALLATION INSTRUCTIONS FOR "AVI-GARD" BARRIER MATERIAL. Includes complete instructions for use of "Avi-Gard" in bulkheading car and truck shipments. 8 pages, illustrations. D. H. Blatt, Franklin Container Corp., 7900 Tabor Rd., Philadelphia 11, Pa.

UNIT LOAD AND CONTAINERIZATION. 35-mm, 45-min, color sound slide film portraying and analyzing five major segments of containerization. Material Handling Institute, Inc., One Gateway Center, Pittsburgh 22, Pa. $50.00.

Products Reference 109b

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Railway Age Service Page

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

Third Quarter and Nine Months' Figures of Calendar Year 1962

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1962	Total (inc. misc.) 1961	Operating Expenses: Maint. Way and Structures: Total 1962	Total 1961	Deprec and Retirements	Maint. Equipment: Total 1962	Total 1961	Deprec. and Retirements	Traffic	Transportation	Total 1962	Total 1961	Operating ratio 1962	Operating ratio 1961	Net from railway operation	Railway tax accruals	Net Railway operating income 1962	Net Railway operating income 1961
Akron, Canton & Youngstown	3 mos.	171	1,362	....	1,402	1,475	181	176	17	258	219	47	111	492	1,180	1,157	84.1	78.4	223	100	—12	62
	9 mos.	171	4,357	....	4,485	4,102	507	472	56	745	673	141	353	1,482	3,555	3,339	79.3	81.4	929	486	140	158
Alabama, Tennessee & Northern	3 mos.	214	555	....	564	695	135	147	20	36	34	17	14	229	427	427	75.9	61.5	136	Cr. 33	37	52
	9 mos.	214	1,860	....	1,886	2,005	404	440	60	105	112	51	41	687	1,275	1,340	67.6	66.8	611	77	74	63
Atchison, Topeka & Santa Fe	3 mos.	12,970	120,659	13,037	148,732	154,096	22,517	21,360	2,601	31,373	31,048	8,439	4,501	57,847	124,966	120,407	84.0	78.1	23,765	6,526	15,047	12,484
	9 mos.	12,966	372,605	32,583	449,991	448,702	61,475	58,865	7,271	96,731	90,010	24,364	13,494	167,792	364,228	347,939	80.9	77.5	85,763	46,016	33,614	33,629
Atlanta & St. Andrews Bay	3 mos.	81	809	....	838	921	109	81	11	76	76	24	22	229	498	470	59.4	51.1	340	137	89	128
	9 mos.	81	2,608	....	2,680	2,714	362	258	32	258	241	72	66	687	1,564	1,448	58.4	53.4	1,116	477	282	345
Atlanta & West Point	3 mos.	93	664	85	866	914	118	113	25	142	150	43	58	385	768	767	88.7	83.8	99	53	—50	7
	9 mos.	93	2,009	198	2,583	2,657	340	310	75	430	436	128	174	1,122	2,261	2,234	87.5	84.1	323	152	—124	13
Western Ry. of Alabama	3 mos.	133	743	77	922	936	126	130	35	178	175	58	65	407	841	834	91.2	89.1	81	69	—17	2
	9 mos.	133	2,437	182	2,914	2,881	403	385	102	531	506	174	193	1,249	2,572	2,497	88.3	86.7	342	248	—16	98
Atlantic Coast Line	3 mos.	5,547	32,359	3,610	38,807	36,662	4,212	3,982	535	7,404	7,012	1,846	1,667	15,876	31,425	30,036	81.0	81.9	7,383	1,925	3,950	1,903
	9 mos.	5,550	106,077	11,581	127,356	119,523	14,522	13,418	1,895	23,469	21,958	6,030	5,166	49,403	99,497	95,053	78.1	79.5	27,859	11,975	9,732	7,024
Baltimore & Ohio	3 mos.	5,871	79,202	3,716	89,933	93,733	11,753	12,128	1,634	14,423	17,020	1,850	2,304	36,265	69,438	77,624	77.2	82.8	20,495	6,784	2,957	—1,107
	9 mos.	5,873	242,070	10,719	274,291	257,142	32,897	33,698	4,606	49,166	48,526	7,249	7,251	112,293	215,866	224,247	78.7	87.2	58,426	20,370	7,563	—14,053
Staten Island Rapid Transit	3 mos.	29	426	305	760	779	135	178	38	113	112	4	6	459	804	854	105.7	109.6	—43	164	—274	—302
	9 mos.	29	1,498	904	2,475	2,385	435	528	126	310	368	7	20	1,366	2,400	2,587	96.9	108.5	75	482	—617	—895
Bangor & Aroostook	3 mos.	594	1,867	64	2,051	2,243	460	530	63	849	884	327	78	801	2,391	2,562	116.6	114.2	—340	Cr. 193	515	112
	9 mos.	594	9,207	180	9,766	10,179	2,219	2,259	187	2,662	2,656	974	232	3,080	8,837	9,091	90.5	89.3	929	811	1,179	1,088
Bessemer & Lake Erie	3 mos.	203	5,107	....	5,240	5,046	785	573	103	1,789	1,330	293	114	1,125	4,324	3,609	82.5	71.5	916	1,427	925	1,241
	9 mos.	203	13,445	....	13,931	11,044	2,251	1,469	307	6,171	4,385	913	373	3,546	13,482	10,773	96.8	97.5	449	3,215	1,683	1,639
Boston & Maine	3 mos.	1,539	13,332	1,125	15,545	15,946	1,540	1,554	416	2,255	2,097	709	375	6,923	11,910	12,077	76.6	75.7	3,636	1,241	876	891
	9 mos.	1,545	41,471	3,476	48,263	49,542	4,978	5,067	1,224	6,731	6,841	2,107	1,154	21,552	36,855	38,006	76.4	76.7	11,407	3,736	2,641	1,696
CPR Lines in Maine	3 mos.	234	789	146	1,012	989	277	298	61	190	194	54	45	375	979	1,086	96.7	109.8	33	69	—205	—329
	9 mos.	234	4,477	326	5,017	5,968	851	853	182	768	823	163	132	1,345	3,403	3,620	67.8	60.7	1,615	257	722	1,379
Carolina & Northwestern	3 mos.	284	799	....	822	785	128	121	23	96	99	63	17	234	516	505	62.7	64.3	306	55	109	82
	9 mos.	284	2,500	....	2,572	2,285	353	357	68	292	294	190	49	707	1,518	1,497	59.0	65.5	1,054	203	396	236
Central of Georgia	3 mos.	1,744	9,329	397	10,294	10,037	1,912	1,647	145	2,040	1,818	620	514	4,445	9,521	8,959	92.5	89.3	773	534	—118	169
	9 mos.	1,746	29,781	1,117	32,692	30,841	5,777	4,663	476	6,002	5,307	1,822	1,580	13,589	28,728	26,700	87.9	86.6	3,965	2,491	1,121	1,243
Central RR Co. of New Jersey	3 mos.	581	10,088	1,372	12,780	12,593	1,693	1,452	288	1,863	1,995	205	217	6,617	11,052	10,537	86.5	83.7	1,729	1,449	—982	—538
	9 mos.	585	30,493	4,209	38,814	37,108	4,598	4,329	863	6,412	6,114	1,129	646	19,505	33,123	32,230	85.3	86.9	5,692	4,286	—2,835	—3,394
Central Vermont	3 mos.	375	2,070	143	2,390	2,352	1,040	761	54	309	278	26	64	1,027	2,514	2,265	105.2	96.3	—124	175	—616	—411
	9 mos.	375	6,482	390	7,414	6,927	2,165	1,852	160	998	918	79	186	3,027	6,612	6,307	89.2	91.1	802	506	—670	—834
Chesapeake & Ohio	3 mos.	5,145	77,212	1,596	84,296	82,042	9,700	10,100	1,580	15,935	15,066	5,661	2,362	32,971	66,186	64,397	78.5	78.5	18,110	8,132	12,259	10,902
	9 mos.	5,145	235,753	4,411	253,668	228,005	30,200	27,600	4,563	50,605	46,345	17,531	7,240	99,313	202,328	189,529	79.8	83.1	51,339	26,000	32,476	25,468
Chicago & Eastern Illinois	3 mos.	862	7,090	576	8,424	8,706	1,079	1,002	105	1,334	1,463	502	337	3,447	6,797	6,929	80.7	79.6	1,627	711	187	356
	9 mos.	862	21,334	1,455	25,101	24,941	3,227	2,888	289	4,455	4,266	1,520	1,007	10,387	20,846	20,240	83.0	81.2	4,255	1,877	229	690
Chicago & Illinois Midland	3 mos.	121	2,080	....	2,133	2,035	214	122	45	490	358	82	93	546	1,490	1,201	69.9	59.0	643	368	162	319
	9 mos.	121	6,346	....	6,468	5,951	513	442	99	1,432	1,144	241	275	1,556	4,212	3,758	65.1	63.1	2,256	1,255	745	826
Chicago & North Western	3 mos.	10,488	32,372	2,802	36,897	60,090	6,861	8,368	1,179	7,261	8,809	3,452	1,758	15,956	34,307	44,514	93.0	74.1	2,589	3,596	—1,609	6,736
	9 mos.	10,539	126,111	10,507	143,883	163,863	24,425	25,005	3,557	25,767	26,716	10,418	5,462	61,397	125,625	132,883	87.3	81.1	18,258	12,220	—2,428	8,013
Chicago, Burlington & Quincy	3 mos.	8,549	52,121	6,436	65,226	64,253	9,837	10,844	1,236	12,031	11,412	3,556	1,932	25,709	52,942	53,162	81.2	82.7	12,284	7,445	3,571	4,065
	9 mos.	8,562	156,777	16,769	193,770	187,282	26,508	26,942	3,719	36,412	33,130	10,133	5,885	76,374	154,756	150,940	79.9	80.6	39,014	22,944	11,922	12,758
Chicago Great Western	3 mos.	1,459	7,363	16	7,844	8,136	1,272	1,157	169	1,218	1,261	392	369	2,854	5,985	6,018	76.3	73.9	1,860	546	450	504
	9 mos.	1,462	21,816	56	23,427	23,145	3,329	3,122	446	3,853	3,831	1,161	1,103	8,697	17,777	17,586	75.9	76.0	5,650	2,132	1,071	1,242
Chic., Milw., St. Paul & Pacific	3 mos.	10,556	51,785	4,141	62,036	59,886	7,973	8,249	1,371	9,313	8,534	2,777	1,627	23,863	46,634	45,045	75.2	75.2	15,402	5,015	4,886	5,983
	9 mos.	10,557	140,670	10,104	168,970	164,582	24,428	23,237	4,023	27,498	26,712	8,409	4,881	68,343	136,609	132,351	80.8	80.4	32,362	14,787	5,963	8,130
Chicago, Rock Island & Pacific	3 mos.	7,842	39,007	4,275	48,399	50,538	7,012	7,415	799	8,518	8,373	2,025	1,560	20,613	40,713	40,772	84.1	80.7	7,686	3,641	927	2,077
	9 mos.	7,842	123,092	12,276	151,051	154,587	19,908	19,974	2,371	26,346	25,508	6,069	4,724	62,739	122,605	121,516	81.2	78.6	28,446	11,972	4,736	6,768
Clinchfield	3 mos.	306	4,828	....	4,858	4,873	519	535	71	853	860	289	208	1,333	3,118	3,126	64.2	64.1	1,740	620	1,333	1,508
	9 mos.	306	15,337	....	15,418	14,928	1,627	1,618	206	2,633	2,560	853	630	4,137	9,635	9,352	62.5	62.6	5,783	1,837	4,613	4,671
Colorado & Southern	3 mos.	712	3,115	252	3,823	4,238	498	593	53	654	713	259	101	1,704	3,207	3,405	83.9	80.3	616	398	185	294
	9 mos.	712	9,332	616	11,385	11,614	1,435	1,605	144	2,164	2,156	777	303	4,955	9,590	9,844	84.2	84.8	1,796	1,002	762	568
Ft. Worth & Denver	3 mos.	1,037	4,312	489	5,438	5,718	758	760	93	802	689	133	199	2,441	4,578	4,559	84.2	79.7	860	193	—1	210
	9 mos.	1,037	12,830	1,241	16,103	17,725	2,243	2,147	284	2,253	2,377	380	617	7,509	13,732	13,918	85.3	78.5	2,371	452	—217	560
Colorado & Wyoming	3 mos.	39	388	....	755	1,051	63	58	14	89	111	37	4	294	485	583	64.2	55.4	271	169	83	171
	9 mos.	39	1,648	....	3,095	2,845	177	162	26	282	301	112	16	1,070	1,649	1,613	53.3	56.7	1,446	859	530	445
Delaware & Hudson	3 mos.	763	9,103	385	9,751	9,844	1,085	1,336	214	2,100	2,099	582	318	3,710	7,972	8,337	81.8	84.7	1,779	1,349	679	405
	9 mos.	763	29,334	993	31,125	30,506	3,100	3,533	608	6,528	6,175	1,755	962	11,709	24,510	24,799	78.7	81.3	6,615	4,849	2,114	1,537
Denver & Rio Grande Western	3 mos.	2,128	17,936	991	19,559	20,423	1,954	2,053	303	2,905	2,956	1,106	714	6,448	13,035	13,305	66.6	65.1	6,524	3,073	3,213	2,891
	9 mos.	2,128	52,348	2,350	56,519	56,543	5,676	5,923	898	8,645	8,710	2,928	2,159	18,785	38,339	37,837	67.8	66.9	18,180	10,133	8,076	7,731
Detroit & Toledo Shore Line	3 mos.	50	1,264	....	1,412	1,393	192	127	21	208	188	73	63	537	1,052	966	74.5	69.3	360	130	44	73
	9 mos.	50	4,534	....	4,928	4,485	596	413	43	715	574	218	177	1,749	3,389	3,049	68.8	68.0	1,539	611	278	248
Detroit, Toledo & Ironton	3 mos.	464	4,406	....	4,646	4,473	588	576	72	1,200	1,089	489	202	1,462	3,769	3,525	81.1	78.8	877	356	469	620
	9 mos.	464	14,509	....	15,152	12,990	1,889	1,807	219	3,481	3,091	1,443	568	4,516	11,372	10,529	75.1	81.1	3,780	1,075	2,577	1,779
Duluth, Missabe & Iron Range	3 mos.	533	12,618	....	14,610	14,914	1,690	1,301	208	1,572	1,657	607	38	3,581	7,557	7,554	51.7	50.6	7,052	2,863	4,223	5,468
	9 mos.	538	23,173	....	26,656	24,256	4,888	3,864	1,122	5,019	4,831	1,829	116	8,033	20,220	19,501	75.9	80.4	6,436	4,123	2,322	1,575
Duluth, Winnipeg & Pacific	3 mos.	174	1,372	....	1,374	1,270	526	525	19	146	139	3	26	511	1,243	1,226	90.5	96.5	131	145	—248	—300
	9 mos.	174	4,095	....	4,098	3,919	1,065	1,034	67	414	477	10	75	1,492	3,147	3,249	76.8	82.9	951	496	—213	—427

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

Third Quarter and Nine Months' Figures of Calendar Year 1962

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1962	1961	Operating Expenses: Maint. Way and Structures: Total 1962	Total 1961	Deprec. and Retirements	Maint. Equipment: Total 1962	Total 1961	Deprec. and Retirements	Traffic	Transportation	Total 1962	Total 1961	Operating ratio 1962	1961	Net from railway operation	Railway tax accruals	Net Railway operating income 1962	1961
Elgin, Joliet & Eastern	3 mos.	205	7,035	....	9,141	11,137	1,015	985	123	1,969	1,977	293	149	3,520	7,682	8,153	84.0	73.2	1,459	1,308	282	843
	9 mos.	205	24,461	....	32,658	30,958	2,969	2,691	298	7,410	5,479	1,022	444	12,547	26,511	23,429	81.2	75.7	6,146	4,376	1,079	2,032
Erie-Lackawanna	3 mos.	3,045	41,264	3,772	50,549	52,890	5,210	5,333	1,203	9,251	9,976	2,188	1,407	26,948	45,712	48,020	90.4	90.8	4,837	5,026	—3,994	—4,249
	9 mos.	3,045	129,204	11,405	157,637	155,168	15,644	16,933	3,583	28,878	30,028	6,813	4,297	82,001	139,592	144,295	88.6	93.0	18,045	15,129	—8,583	—16,607
Florida East Coast	3 mos.	572	4,063	927	5,586	5,514	687	701	111	1,080	948	346	207	2,298	4,871	4,714	87.2	85.5	715	294	—10	33
	9 mos.	572	16,103	3,550	21,940	21,429	2,660	2,530	363	3,824	3,739	1,039	630	8,929	17,837	17,384	81.3	81.1	4,104	2,008	347	225
Georgia Railroad	3 mos.	321	1,660	75	1,983	1,822	271	251	27	329	314	100	124	886	1,722	1,644	86.9	90.3	260	122	66	70
	9 mos.	321	4,991	165	5,901	5,346	803	743	79	1,019	963	298	366	2,640	5,166	4,930	87.5	92.2	735	366	173	62
Georgia & Florida	3 mos.	321	858	....	873	881	172	227	10	131	146	31	52	294	704	779	80.6	88.4	170	56	20	—39
	9 mos.	321	2,563	....	2,610	2,625	603	719	31	439	436	92	176	921	2,311	2,402	88.5	91.5	299	181	—173	—188
Grand Trunk Western	3 mos.	946	10,498	733	12,322	11,109	1,795	1,915	199	1,877	1,943	227	325	6,440	11,218	10,802	91.0	97.2	1,104	1,167	—1,683	—2,284
	9 mos.	946	34,750	1,850	39,703	34,773	5,490	5,600	559	6,359	6,328	681	945	19,155	34,148	33,089	86.0	95.2	5,555	3,501	—2,368	—5,724
Great Northern	3 mos.	8,270	59,458	4,149	68,850	67,611	11,172	9,917	1,043	11,451	10,672	2,845	1,605	23,566	51,161	48,027	74.3	71.0	17,690	9,681	6,606	9,706
	9 mos.	8,273	153,997	9,420	176,720	173,871	29,340	28,644	3,022	32,576	32,502	8,534	4,610	65,536	141,373	140,493	80.0	80.8	35,347	21,567	11,914	10,874
Green Bay & Western	3 mos.	219	1,068	....	1,103	1,082	187	173	17	159	153	26	87	361	878	811	79.7	74.9	224	105	—9	23
	9 mos.	219	3,061	....	3,169	3,273	437	401	46	475	474	79	260	1,045	2,449	2,367	77.2	72.3	720	352	56	147
Gulf, Mobile & Ohio	3 mos.	2,745	16,843	726	18,811	18,730	2,478	2,405	267	3,740	3,786	900	799	6,704	14,668	14,498	78.0	77.4	4,143	1,679	1,213	1,101
	9 mos.	2,745	51,106	2,098	57,194	57,034	7,250	6,937	723	11,266	11,292	2,698	2,363	20,092	43,883	43,480	76.7	76.2	13,311	5,715	4,026	3,530
Illinois Central	3 mos.	6,460	51,751	6,178	64,753	62,488	8,685	8,519	1,271	11,420	10,930	2,900	1,878	25,727	50,948	49,437	78.7	79.1	13,806	7,648	3,913	4,538
	9 mos.	6,464	158,116	17,271	196,116	184,178	26,370	25,168	3,620	36,239	32,289	8,505	5,756	77,943	156,118	147,668	79.6	80.2	39,998	22,710	10,694	11,385
Illinois Terminal	3 mos.	339	2,104	....	2,353	2,381	248	236	8	379	331	76	119	940	1,839	1,769	78.2	74.3	514	299	—112	32
	9 mos.	338	5,893	....	6,717	6,483	732	721	24	1,088	1,058	234	357	2,707	5,353	5,315	79.7	82.0	1,363	560	—6	—62
Kansas City Southern	3 mos.	894	9,171	287	10,528	10,584	820	868	148	1,287	1,368	398	285	3,486	6,265	6,352	59.5	60.0	4,264	1,579	1,937	1,740
	9 mos.	894	29,265	701	33,352	30,976	2,302	2,342	448	4,172	3,973	1,131	868	10,632	19,114	18,522	57.3	59.8	14,239	5,737	5,491	5,014
Kansas, Oklahoma & Gulf	3 mos.	328	941	....	942	1,044	75	127	8	92	86	37	88	286	628	709	66.6	68.0	315	114	110	62
	9 mos.	328	2,952	....	2,961	3,628	252	392	53	304	297	110	275	908	1,990	2,185	67.2	60.2	970	413	247	399
Lake Superior & Ishpeming	3 mos.	160	1,452	....	1,811	1,760	204	200	37	251	206	110	7	408	933	870	51.5	49.5	878	580	331	373
	9 mos.	160	2,878	....	3,530	3,221	572	486	110	704	620	327	20	892	2,355	2,109	66.7	65.4	1,175	830	433	521
Lehigh & Hudson River	3 mos.	98	922	....	927	872	104	85	8	120	103	25	52	322	641	625	69.1	71.6	286	122	52	37
	9 mos.	98	2,744	....	2,753	2,520	295	254	23	356	305	75	157	1,013	1,956	1,858	71.0	73.7	797	329	121	47
Lehigh Valley	3 mos.	1,107	10,178	....	10,567	10,894	1,350	1,319	293	2,035	2,138	608	347	5,793	10,187	10,512	98.3	96.5	380	1,226	—1,256	—1,604
	9 mos.	1,107	32,782	2	33,979	32,582	4,292	4,360	878	6,546	6,311	1,815	1,093	17,497	31,331	31,914	92.2	98.0	2,648	3,707	—2,799	—5,819
Long Island	3 mos.	340	2,685	15,212	18,527	17,637	2,128	2,247	280	3,589	3,291	501	154	9,345	16,192	15,659	87.4	88.8	2,335	954	703	568
	9 mos.	341	7,957	44,554	54,192	52,320	6,850	7,292	858	10,358	10,130	1,505	469	27,676	48,024	47,432	88.6	90.7	6,168	2,866	1,822	—44
Louisiana & Arkansas	3 mos.	746	5,620	136	6,142	6,119	505	583	64	730	822	291	233	2,044	3,741	3,932	60.9	64.3	2,401	1,098	711	596
	9 mos.	746	16,729	392	18,133	17,338	1,566	1,583	182	2,322	2,496	884	710	5,995	11,280	11,557	62.2	66.7	6,853	3,357	1,901	1,607
Louisville & Nashville	3 mos.	5,656	50,954	2,445	57,267	55,876	5,433	5,853	1,024	11,007	10,054	4,029	1,664	23,654	45,044	42,689	78.7	76.4	12,223	6,681	5,286	5,706
	9 mos.	5,656	157,017	6,237	175,313	165,731	20,701	18,520	4,221	33,554	30,448	11,940	4,961	70,018	138,932	130,084	79.2	78.5	36,381	20,896	15,142	13,986
Maine Central	3 mos.	936	4,913	3	5,242	5,135	952	1,003	86	977	967	249	82	1,957	4,280	4,394	81.7	85.6	962	363	407	346
	9 mos.	936	16,051	6	17,016	17,360	3,011	3,048	250	3,242	3,290	747	259	6,121	13,638	14,071	80.2	81.1	3,377	1,495	1,158	1,068
Minn., Northfield & Southern	3 mos.	77	915	....	976	867	73	84	8	115	101	39	108	263	656	648	67.2	74.7	320	195	98	56
	9 mos.	77	2,533	....	2,702	2,566	226	269	25	351	319	116	325	744	1,927	1,962	71.3	76.4	775	497	218	161
Missouri-Illinois	3 mos.	324	1,197	....	1,209	1,246	153	112	13	287	258	148	43	394	970	859	80.3	69.0	238	188	257	176
	9 mos.	324	3,857	....	3,893	3,725	396	369	42	927	796	387	130	1,182	2,817	2,575	72.4	69.1	1,075	837	627	486
M-K-T Lines	3 mos.	2,880	11,487	205	12,723	14,215	1,381	1,926	276	2,071	2,588	765	488	5,018	9,581	10,956	75.3	77.1	3,142	970	733	685
	9 mos.	2,883	35,020	575	38,881	42,541	4,399	5,194	805	6,700	7,714	2,325	1,494	14,958	29,437	32,111	75.7	75.5	9,445	3,001	1,647	2,142
Missouri Pacific	3 mos.	9,372	63,257	2,861	73,263	71,421	10,149	9,040	1,141	12,522	11,857	3,432	1,925	27,398	55,561	53,509	75.8	74.9	17,702	6,082	7,010	7,643
	9 mos.	9,373	193,579	7,693	223,256	215,485	30,149	25,774	3,275	38,519	35,479	10,041	5,740	81,727	166,576	159,624	74.6	74.1	56,680	20,695	22,772	23,376
Monon	3 mos.	541	4,223	84	4,570	4,635	620	572	63	829	792	227	312	1,759	3,836	3,788	83.9	81.7	734	323	162	198
	9 mos.	541	12,829	235	13,870	12,856	1,750	1,753	197	2,459	2,485	682	1,025	5,409	11,608	11,644	83.7	90.6	2,262	963	388	—533
Monongahela	3 mos.	176	1,346	....	1,356	1,264	214	230	48	129	137	33	3	356	754	776	55.6	61.4	602	64	227	196
	9 mos.	176	3,717	....	3,745	4,497	638	674	116	428	424	99	9	1,106	2,339	2,395	62.5	53.3	1,406	203	208	960
New York Central	3 mos.	10,035	112,933	14,917	150,509	154,825	18,083	16,376	3,162	27,323	28,939	6,864	2,644	70,895	126,735	128,076	84.2	82.7	23,774	12,989	1,988	4,990
	9 mos.	10,035	357,300	44,138	466,900	447,485	53,633	49,129	9,380	89,295	89,833	20,475	8,445	220,076	395,495	391,892	84.7	87.6	71,405	41,336	5,514	—13,463
Pittsburgh & Lake Erie	3 mos.	220	6,857	71	7,164	8,187	960	1,142	202	2,599	2,702	997	207	2,452	6,749	7,471	94.2	91.2	415	2,178	2,596	3,346
	9 mos.	220	21,298	215	22,418	20,168	3,236	3,224	598	9,722	8,168	3,003	631	8,001	23,266	21,964	103.8	108.9	—848	5,330	6,728	5,515
New York, Chicago & St. Louis	3 mos.	2,170	30,812	260	32,547	34,445	3,415	3,443	483	5,046	5,332	1,354	979	13,906	24,901	25,494	76.5	74.0	7,646	2,293	3,756	3,206
	9 mos.	2,170	94,025	812	98,875	96,783	10,516	10,015	1,373	15,812	15,822	4,003	2,973	41,263	75,275	73,259	76.1	75.7	23,599	9,135	9,642	8,953
New York, New Haven & Hartford	3 mos.	1,728	16,064	10,163	30,369	30,975	4,017	4,592	806	5,797	6,005	1,505	571	15,348	27,982	29,820	92.1	96.3	2,387	2,241	—3,086	—4,601
	9 mos.	1,733	50,309	30,527	93,620	93,340	12,456	14,212	2,431	18,242	18,629	4,594	1,891	47,143	86,865	91,952	92.8	98.5	6,755	6,638	—9,776	—17,431
New York Connecting	3 mos.	21	742	....	809	965	223	167	76	47	41	....	....	218	500	432	61.8	44.8	309	295	—64	159
	9 mos.	21	2,592	....	2,791	2,882	634	600	228	150	120	....	....	682	1,503	1,420	53.8	49.3	1,288	876	204	320
New York, Sus. & Western	3 mos.	71	716	11	790	812	110	117	23	103	110	22	29	374	703	738	89.0	90.9	87	91	—96	—124
	9 mos.	88	2,353	38	2,600	2,667	355	358	57	342	373	60	83	1,177	2,218	2,347	85.3	88.0	382	268	—214	—316
Norfolk & Western	3 mos.	2,746	54,725	711	57,642	62,756	5,657	6,082	1,704	8,845	9,957	4,642	1,305	15,689	33,623	35,698	58.3	56.9	24,019	10,422	17,148	16,804
	9 mos.	2,746	178,682	1,783	187,690	177,188	17,752	17,175	3,764	28,612	28,121	14,059	3,756	48,872	105,127	103,484	56.0	58.4	82,563	43,667	48,264	44,844

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Railway Age Service Page

REVENUES AND EXPENSES OF RAILWAYS

Railway Age Service Page

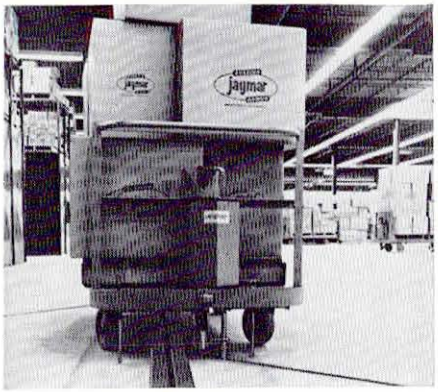
REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

Third Quarter and Nine Months' Figures of Calendar Year 1962

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1962	1961	Operating Expenses: Maint. Way and Structures: Total 1962	Total 1961	Deprec. and Retirements	Maint. Equipment: Total 1962	Total 1961	Deprec. and Retirements	Traffic	Transportation	Total 1962	Total 1961	Operating ratio 1962	1961	Net from railway operation	Railway tax accruals	Net Railway operating income 1962	1961
Norfolk Southern	3 mos.	593	2,346	....	2,406	2,789	358	475	53	404	413	122	157	810	1,934	2,133	80.4	85.7	472	160	157	76
	9 mos.	593	6,929	....	7,058	7,174	1,243	1,430	164	1,163	1,180	365	465	2,397	5,907	6,206	83.7	86.5	1,151	477	372	178
Northern Pacific	3 mos.	6,795	41,302	2,588	47,268	44,714	7,016	7,425	929	8,411	8,127	2,625	1,219	18,359	38,078	37,267	80.6	83.3	9,190	4,938	4,914	2,808
	9 mos.	6,795	111,174	6,167	126,733	123,347	19,852	19,670	2,799	26,265	24,227	7,796	3,769	52,930	111,584	107,911	88.0	87.5	15,149	13,479	5,321	4,232
Northwestern Pacific	3 mos.	328	3,064	2	3,112	3,032	463	517	69	146	196	8	24	879	1,578	1,643	50.7	54.2	1,533	575	334	274
	9 mos.	328	8,920	6	8,997	8,435	1,463	1,454	183	408	549	22	64	2,462	4,592	4,648	51.0	55.1	4,405	1,780	978	626
Pacific Electric	3 mos.	315	3,359	....	3,740	3,692	572	543	89	115	122	11	62	1,858	2,874	2,743	76.8	74.3	866	632	—387	—362
	9 mos.	315	10,265	....	11,552	11,058	1,650	1,525	230	358	411	32	183	5,376	8,422	7,848	72.9	71.0	3,129	1,998	—709	—131
Pennsylvania	3 mos.	9,834	162,643	23,269	212,241	209,708	20,744	19,721	4,536	40,147	39,630	9,028	3,332	94,557	170,550	168,674	80.4	80.4	41,691	16,803	6,499	9,201
	9 mos.	9,834	492,432	70,014	641,235	597,637	63,352	59,020	13,520	124,256	115,673	26,547	9,869	287,108	520,344	502,589	81.1	84.1	120,891	51,419	13,772	—3,163
Penn-Reading Seashore Lines	3 mos.	341	1,643	290	2,050	1,989	444	428	74	342	320	76	21	1,384	2,355	2,392	114.9	120.3	—305	182	—1,017	—1,152
	9 mos.	341	4,853	537	5,648	5,147	1,470	1,333	220	970	1,022	227	50	4,017	6,968	7,210	123.4	140.1	—1,321	599	—3,398	—4,183
Piedmont & Northern	3 mos.	126	1,462	....	1,493	1,390	139	140	16	124	104	29	108	319	808	780	54.1	56.1	685	345	174	136
	9 mos.	126	4,251	....	4,355	4,142	427	436	48	343	312	87	316	920	2,354	2,315	54.0	55.9	2,001	992	511	423
Pittsburgh & West Virginia	3 mos.	132	1,494	....	1,502	1,607	363	376	77	326	900	118	129	531	1,497	2,096	99.7	130.4	4	122	—148	—627
	9 mos.	132	4,918	....	4,944	4,492	1,051	1,078	225	1,033	1,642	353	418	1,611	4,568	5,295	92.4	117.9	377	378	—81	—1,275
Quanah, Acme & Pacific	3 mos.	120	710	....	717	754	42	53	5	43	59	1	34	171	321	397	44.8	52.6	396	Cr. 304	583	130
	9 mos.	120	2,221	....	2,238	2,337	144	166	15	146	160	2	104	506	989	1,191	44.2	51.0	1,249	Cr. 12	910	529
Reading	3 mos.	1,289	21,372	1,305	24,325	25,054	3,576	3,529	602	4,905	4,721	1,441	552	11,037	21,572	21,593	88.7	86.2	2,753	1,990	—68	591
	9 mos.	1,290	65,694	4,460	75,587	72,439	10,733	10,357	1,798	14,646	14,961	3,785	1,671	34,024	65,668	65,519	86.8	90.4	9,980	5,973	1,226	—3,449
Richmond, Fred. & Potomac	3 mos.	118	3,932	1,331	6,122	5,545	466	360	88	893	899	202	93	2,078	3,956	3,757	64.6	67.8	2,166	1,279	617	442
	9 mos.	118	12,334	3,911	19,151	17,375	1,430	1,282	259	2,863	2,665	606	271	6,450	12,312	11,866	64.3	68.3	6,840	3,861	1,942	1,242
Rutland	3 mos.	391	3	....	27	786	39	186	25	80	148	52	8	18	199	801	635.7	101.9	—172	36	—121	—72
	9 mos.	391	7	....	83	2,740	122	618	75	241	496	157	30	67	644	2,600	678.1	94.9	—561	108	—496	—81
St. Louis-San Francisco	3 mos.	4,544	25,560	623	28,357	28,752	4,406	3,943	539	4,518	4,603	1,852	1,101	11,467	23,474	22,986	82.8	79.9	4,883	2,462	1,642	2,868
	9 mos.	4,544	79,246	1,612	87,356	84,942	12,698	11,585	1,755	14,510	13,766	5,534	3,357	34,988	71,346	68,584	81.7	80.7	16,010	7,270	6,650	7,810
St. Louis, San Francisco & Tex	3 mos.	143	1,042	....	1,085	909	94	108	13	89	59	4	74	463	761	703	70.2	77.3	324	Cr. 198	317	—22
	9 mos.	143	3,374	....	3,510	3,718	363	390	39	242	196	11	218	1,419	2,361	2,196	67.3	59.1	1,148	22	472	392
St. Louis Southwestern	3 mos.	1,554	16,977	....	17,177	15,983	1,586	1,603	224	2,160	2,038	782	561	5,775	10,750	10,100	62.6	63.2	6,426	3,264	2,772	2,541
	9 mos.	1,554	53,809	7	54,400	48,219	4,840	4,789	690	6,545	5,930	2,319	1,695	17,444	32,483	30,258	59.7	62.8	21,819	10,742	9,358	7,516
Savannah & Atlanta	3 mos.	144	1,175	....	1,211	1,193	173	159	6	204	194	61	51	396	862	805	71.2	67.5	349	174	94	139
	9 mos.	144	3,644	....	3,744	3,415	578	528	17	615	608	178	154	1,158	2,618	2,492	69.9	73.0	1,126	584	313	306
Seaboard Air Line	3 mos.	4,123	31,940	3,901	38,758	37,445	4,525	4,229	632	7,444	7,090	2,363	1,527	14,875	30,450	28,950	78.6	77.3	8,309	3,297	4,183	3,573
	9 mos.	4,129	102,797	11,132	123,527	116,317	16,210	14,615	1,927	23,128	22,427	6,944	4,564	45,225	95,318	91,341	77.2	78.5	28,209	12,932	11,397	10,163
Soo Line	3 mos.	4,692	21,933	324	23,479	20,290	2,875	2,849	310	3,145	3,151	819	723	8,821	16,650	15,923	70.9	78.5	6,829	1,639	3,673	1,809
	9 mos.	4,692	54,692	652	58,626	56,834	7,735	7,525	959	9,454	9,805	2,449	2,108	24,307	46,738	46,443	79.7	81.7	11,888	4,619	3,766	3,314
Southern Railway	3 mos.	6,274	57,103	3,228	65,199	64,104	7,730	7,441	1,111	11,740	11,770	3,331	1,660	21,315	46,417	45,484	71.2	71.0	18,783	7,202	9,898	9,254
	9 mos.	6,274	177,424	8,131	200,375	190,489	24,439	23,744	3,254	36,100	34,905	9,745	5,022	63,289	140,694	137,831	70.2	72.4	59,681	25,892	27,802	23,234
Alabama Great Southern	3 mos.	327	3,177	190	3,805	3,787	616	618	132	860	928	253	129	1,388	3,320	3,349	87.3	88.4	485	255	237	110
	9 mos.	327	9,672	452	11,443	11,196	2,010	2,084	357	2,698	2,777	751	389	4,234	10,331	10,443	90.3	93.3	1,113	774	182	—426
Cinn., New Orleans & Tex. Pac	3 mos.	337	7,968	307	8,972	8,452	1,330	1,699	445	2,453	2,344	848	254	2,568	7,202	7,320	80.3	86.6	1,770	760	1,606	905
	9 mos.	337	24,230	703	27,127	24,772	4,202	5,308	1,347	7,349	7,084	2,501	773	7,809	21,933	22,450	80.9	90.6	5,194	2,386	4,436	1,442
Georgia Southern & Florida	3 mos.	397	1,415	119	1,783	1,904	351	394	40	216	219	33	56	752	1,533	1,553	86.0	81.6	250	105	—228	—149
	9 mos.	397	4,904	293	5,971	5,952	1,185	1,185	111	668	628	99	173	2,284	4,795	4,723	80.3	79.3	1,176	342	—453	—375
New Orleans & Northeastern	3 mos.	203	2,261	144	2,626	2,435	518	458	74	694	685	321	84	854	2,393	2,159	91.1	88.7	233	226	131	235
	9 mos.	203	6,892	359	7,918	7,651	1,669	1,575	221	2,126	2,039	948	252	2,379	7,154	6,838	90.3	89.4	764	728	340	433
Southern Pacific	3 mos.	11,969	159,309	9,346	178,977	175,992	20,332	20,455	2,423	35,858	35,447	8,877	3,181	68,409	136,405	135,411	76.2	76.9	42,572	21,970	14,060	14,068
	9 mos.	11,986	473,789	22,918	526,878	502,867	60,043	59,053	6,564	104,484	103,114	26,232	9,389	197,806	396,909	388,082	75.3	77.2	129,968	67,514	45,420	40,350
Spokane International	3 mos.	150	799	....	825	876	144	146	15	57	66	28	11	205	456	483	55.3	55.2	369	157	136	201
	9 mos.	150	2,359	....	2,454	2,603	450	446	46	176	197	83	33	639	1,412	1,418	57.5	54.5	1,042	432	402	520
Spokane, Portland & Seattle	3 mos.	936	7,138	304	8,049	8,392	1,288	1,178	157	1,323	1,302	386	106	3,237	6,326	6,295	78.6	79.5	1,723	726	557	939
	9 mos.	936	20,824	752	23,400	23,193	3,758	3,672	492	4,002	3,893	1,156	324	9,457	18,661	18,453	79.7	79.6	4,739	2,169	1,568	1,433
Tennessee Central	3 mos.	280	958	11	1,077	1,081	156	150	16	164	156	62	44	374	799	778	74.2	71.9	278	78	69	97
	9 mos.	280	2,834	17	3,146	3,072	429	422	88	498	522	186	139	1,105	2,357	2,371	74.9	77.2	788	234	150	105
Texas & Pacific	3 mos.	1,821	14,296	1,102	17,211	16,431	1,674	1,568	290	2,925	2,629	905	681	7,169	13,465	12,930	78.2	78.7	3,745	1,742	1,098	1,101
	9 mos.	1,821	44,798	2,728	52,921	49,808	5,173	4,732	867	8,718	8,245	2,750	2,066	21,446	40,522	39,595	76.6	79.5	12,400	5,329	3,645	2,832
Texas Mexican	3 mos.	161	639	....	741	646	125	132	24	116	100	35	42	240	594	594	80.1	92.0	147	74	6	—38
	9 mos.	161	1,901	....	2,199	2,208	400	409	62	309	302	111	119	682	1,717	1,771	78.1	80.2	481	254	35	24
Toledo, Peoria & Western	3 mos.	239	1,728	....	1,818	1,767	191	211	23	140	133	39	147	518	1,121	1,129	61.6	63.9	697	293	173	145
	9 mos.	239	5,080	....	5,334	5,139	561	555	65	432	433	116	448	1,616	3,422	3,318	64.2	64.6	1,911	795	456	408
Union Pacific	3 mos.	9,705	114,441	9,208	134,182	132,911	13,905	14,764	1,537	23,209	22,388	8,068	3,414	45,977	93,973	93,351	70.0	70.2	40,209	22,954	9,921	9,632
	9 mos.	9,705	327,809	21,572	379,329	366,219	44,451	41,370	5,516	68,678	66,723	24,152	10,354	133,024	277,274	267,173	73.1	73.0	102,056	64,739	20,977	19,731
Wabash	3 mos.	2,423	25,597	983	29,432	27,405	2,691	2,627	390	3,883	3,667	1,456	966	13,641	22,689	21,567	77.1	78.7	6,743	2,020	1,754	1,382
	9 mos.	2,423	77,734	2,563	88,611	80,271	7,873	7,419	1,169	11,918	11,076	4,243	2,951	40,520	67,711	63,063	76.4	78.6	20,900	5,964	5,899	4,189
Ann Arbor	3 mos.	294	1,812	....	1,883	2,254	182	213	20	410	511	124	62	873	1,597	1,847	84.9	81.9	285	143	112	188
	9 mos.	294	5,556	....	5,668	5,916	516	538	60	1,222	1,317	379	185	2,706	4,828	5,006	85.2	84.6	840	445	302	357
Western Maryland	3 mos.	852	9,250	....	9,613	9,360	1,354	1,338	183	2,470	2,453	930	369	3,492	8,271	8,228	86.0	87.9	1,342	1,156	1,199	1,257
	9 mos.	852	30,859	....	32,024	28,895	4,809	4,333	524	7,796	7,067	2,793	1,108	11,306	26,682	25,079	83.3	86.8	5,342	4,344	4,070	3,667
Western Pacific	3 mos.	1,188	12,659	808	13,821	14,212	1,487	1,486	249	2,059	2,070	677	755	4,867	10,269	10,157	74.3	71.5	3,551	1,757	1,510	1,672
	9 mos.	1,188	38,270	1,826	41,052	39,894	4,440	4,414	729	6,232	6,160	1,924	2,298	14,069	29,990	29,629	73.1	74.3	11,062	5,558	4,623	4,405

NEW PRODUCTS REPORT



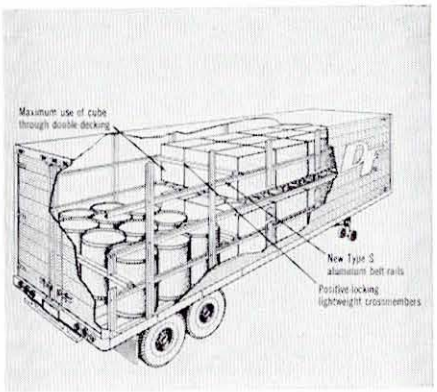
New Switch Cart (RA-1)

A new model "sWitch-Cart"—SC-710—features 45-station selectivity with simple mechanical controls for automatic switching from towline conveyors. When selector pins locate spring-loaded floor tabs at desired stations, the cart disengages itself from conveyor and moves on to a non-powered spur track. If the spur is full, carts automatically recirculate until space is available. The system is entirely mechanical. *SI Handling Systems, Inc.*

Shock Mounts (RA-3)

New shock and vibration mounts have been developed to carry a 9,000-lb nuclear reactor which is to be installed on a railroad flat car. The Met-L-Flex mountings, made of compressed stainless steel wire, will protect the reactor—one of the first units of its type to be developed in the United States—from vibration and shock during transportation to its test site. The reactor will remain on the car throughout the test period so it can be easily rolled in and out of the experimental test structure.

Met-L-Flex "center bearing" vibration mounts for railroad cars also are undergoing reportedly successful tests on a major railroad. Each bearing supports one end of the car and carries a load of 100,000 lb at the pivot point of the wheel and truck assembly. Through use of all-metal resilient cushions 12 in. in diameter and 1 in. thick there has been, according to the manufacturer, a noticeable reduction of noise and vibration in the passenger car used for test purposes. *Robinson Technical Products.*



'DF' for Trailers (RA-2)

Heavy-duty protection for truck and trailer freight either in piggyback or highway hauling is provided by advanced design, lightweight, damage-free devices. The DF system of aluminum belt rails and aluminum or steel cross members helps prevent the crushing of freight either from the top or from shifting cargo, thus permitting safer transportation of full, mixed or partial loads. It is light in weight in spite of being designed for heavy-duty protection. It permits maximum utilization of cubic load-carrying capacity, because the newly designed belt rails hug the trailer walls, or, in lined trailer bodies, can be installed flush with the walls. All component parts have smoothly rounded edges to protect lading from being cut or punctured. One end of each cross member telescopes to compensate for irregularities in inside width of truck or trailer, and to accommodate any body wall flexing in transit. The systems are said by the manufacturer to be specially designed for easy installation by trailer owners or operators. *Evans Products Co.*

Pipe Sealant (RA-4)

Teflube, originally developed for fiber-glass pipe thread sealing, can be used on nickel, stainless steel, or aluminum threads. It is in paste form and is recommended for any size pipe in service to 1,500 psi for temperatures ranging from minus 250 to plus 500 deg F. The paste, containing du Pont Teflon, is said to overcome the limitations of tape, to be simple to apply and unaffected by cold weather. It is packed in 1-lb cans. *Conley Corp.*

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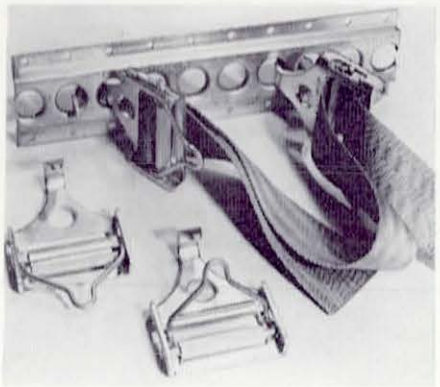
NEW PRODUCTS REPORT

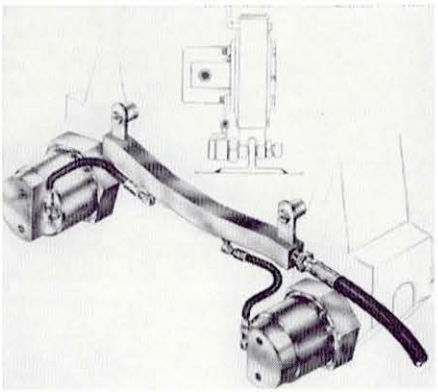
Tie Down Strap (RA-5)

A new tie down strap made of extra high strength corrosion resistant steel is said to be particularly suitable for transport securing of missiles, drums, vent duct supports, etc. Only three sizes of the new strap cover a wide range of diameters; one size, for example, can be adjusted for diameters of from 12 to 18 in. The straps meet all applicable military specifications, and are currently being used by the U.S. Navy. *Marman Div., Aeroquip Corp.*



Load-Holder (RA-6)

A new combination buckle and end fitting is now available for "Load-Holder" nylon web strapping. Designated Part S-HH, it differs from Part S-RLH, described in RA, Oct. 29, p. 61. Part S-HH is designed to fit into nearly all common types of belt rails or tracks, and into many other fittings in carrier vehicle bodies. With strapping, it can be used also to lash cargo in virtually every type of transport vehicle. *Cargo Stabilizing Devices, Inc.*



Clamping System (RA-7)

A hydraulic clamping system with a two-point hold is said to make attachment and removal of vibration inducers from cars, concrete forms, and other heavy duty applications easier and faster than other methods. The system is available with three power supply types and can be manually operated, run by compressed air, or operated electrically, with each clamp delivering 6,000 lb of force. The system weighs 12 lb. *Martin Engineering Co.*

Arc Welding System (RA-8)

Fluxflow, an automatic wire and flux feed submerged arc welding process, includes a 100-lb plus flux storage tank, air tank, air pressure regulator, and an air compressor mounted on the Multiwire welder carryall. Low pressure air, from its own compressor or from inplant air facilities, delivers submerged arc welding flux from storage tank through a hose to gun and, as air bleeds off, flux flows by gravity to shield the welding arc. *Hobart Brothers.*

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11/26/62

Market Outlook

Carloadings

Carloadings for the week ended Nov. 17 were not available as this issue went to press.

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Nov. 10 totaled 15,100 cars, compared with 12,596 for the corresponding 1961 week. Loadings for 1962 up to Nov. 10 totaled 614,398 cars, compared with 511,002 for the corresponding period of 1961.

IN CANADA. — Carloadings for the ten-day period ended Oct. 31 totaled 110,046 cars, compared with 75,015 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Oct. 31, 1962	110,046	34,576
Oct. 31, 1961	99,703	34,169
Cumulative Totals		
Oct. 31, 1962	2,999,255	978,172
Oct. 31, 1961	2,923,984	1,016,575

Southern Capital Outlays To Be Higher in 1963

Capital outlays by the Southern in 1963 are expected to be somewhat higher than 1962's $60 million, D.W. Brosnan, president, recently told the New York Society of Security Analysts. The road's 1962 expenditures for locomotives and cars have been over $42 million; capital spending for other purposes over $17 million. Given proper equipment and a "customer oriented" approach to marketing and rate making, railroads have not only the ability but the opportunity to produce volume transportation at low cost in today's markets, Mr. Brosnan said. He is optimistic about the American railway industry, stressing that "there is nothing wrong with the railroads that more traffic won't cure."

Changes in pricing and services, limited only by existing government regulations, are being made on the Southern. "We do not know enough about our markets, but we are learning," Mr. Brosnan explained. Experience indicates that they are almost unlimited. A primary target: private carriage. Realistic rates can recover traffic from private carriers. There is an excellent market potential for common carrier railroads if all waste in producing services is eliminated and if the shippers' total transportation costs are exploited with properly tailored equipment and service.

New Equipment

FREIGHT-TRAIN CARS

► *Burlington.*—Will build 250 70-ton, 50-foot insulated box cars and 100 mechanical refrigerators at its Havelock, Neb., shops for lease to Burlington Refrigerator Express Co. Deliveries are scheduled to begin after January 1, 1963.

► *Richmond, Fredericksburg & Potomac.*—Ordered 100 50-ft box cars with cushion underframes from Pullman-Standard at a cost of $1,530,000. Delivery is to begin in February 1963.

PIGGYBACK

► *Fruit Growers Express.*—Placed a $1,000,000 order with Transicold Corp. for piggyback-trailer refrigeration equipment. The order is for 300 Transicold 230B diesel underslung refrigeration-heating units.

Orders and Deliveries

► *Orders Increase.*—Orders were placed in October for 4,436 freight cars, compared with 1,593 for September. October 1961 orders totaled 2,086. Deliveries in October totaled 2,799, compared with 2,946 in September, and 1,907 in October 1961. Backlog of cars on order and undelivered on Nov. 1 was 12,159, compared with 11,064 on Oct. 1, and 10,297 on Nov. 1, 1961.

TYPE	ORDERED October, 1962	DELIVERED October, 1962	ON ORDER & UNDELIVERED November 1, 1962
Box—Plain	501	566	2,520
Flat	431	580	1,190
Gondola	0	3	485
Hopper	1,000	403	1,683
Covered Hopper	571	358	968
Refrigerator	1,284	359	3,470
Stock	0	0	100
Tank	614	475	1,483
Caboose	10	14	86
Other	25	41	174
TOTAL	4,436	2,799	12,159
Car Builders	2,673	2,162	5,737
Railroad Shops	1,763	637	6,422

Purchases

► *Eight Months' Purchases Up 1.1%.*—Purchases by domestic railroads of fuel, material and supplies in this year's first eight months were $99,700,000, or 11.7%, higher than in the comparable 1961 period. Purchase estimates in following tables were prepared by Railway Age.

PURCHASES*	August 1962	Eight Months 1962	Eight Months 1961
	(000)	(000)	(000)
Rail	$ 2,238	$ 34,108	$ 21,659
Crossties	4,033	28,279	21,515
Other Material	78,534	658,780	563,437
Fuel	27,374	231,565	246,421
Total	$112,179	$952,732	$853,032

*Subject to revision.

NITL Seeks Intermodal Accord

The National Industrial Traffic League has offered, in effect, to serve as "mediator" between various modes of transportation in the current dispute over proposed changes in regulatory laws. That's the net effect of a resolution adopted at the League's annual meeting, in Pittsburgh, Nov. 15-16.

The resolution (see box) calls for a joint meeting at which League representatives would impress upon carrier executives the need for "prompt, amicable solution" of intermodal disagreements on new transportation legislation. It emphasizes the "dangers of continuing to air their differences in propaganda campaigns."

However, the resolution makes it perfectly clear that the League has no intention of abandoning its carefully nurtured position as "the voice of the shipper." Its mediatory efforts would be directed primarily toward achievement of the group's own well-considered transport policies.

Those current policies were enlarged in some respects, and reaffirmed in others, at the Pittsburgh meeting. New or revised policies of special interest to the railroads include League support for:

- Elimination of Interstate Commerce Commission power to prescribe minimum rates on bulk and exempt traffic;
- Speedy approval of individual merger cases on their own merits and without necessary reference to other cases; and
- Continuance of the present "numbered plan system of piggybacking" and its "flexibility."

The vote against continued minimum rate regulation, which confirmed a mail ballot taken last spring, puts the NITL on record in support of that rate-making objective included in S. 3243 and H. R. 11583. [Those bills, introduced in Congress following President Kennedy's transportation message of April 5, died with adjournment, but are expected to be reintroduced in the same or similar form when the new Congress convenes in January.]

It was predicated on "existing League policy," which "favors giving carriers the greatest amount of freedom in running their operations" and supports the ideas that "regulation should be limited to that reasonably necessary in the public interest" and "should not encroach upon the proper sphere of managerial discretion and responsibility."

The vote was buttressed also by a detailed argument presented by the Committee on Transportation Outlook and Policy, which indicated a clear opinion that joint rate-making procedures available to carriers under Section 5a of the Interstate Commerce Act should be "fully retained."

(In connection with its stand against minimum rate regulation, the League favored retention of the water carrier bulk commodity exemptions contained in Sections 303 (b) and (c) of the Interstate Commerce Act, but with the "as of June 1, 1939" restriction on

Resolution Calls for Joint Meeting

"Whereas, President Kennedy, in his 'Transportation Message' to Congress, pointed out certain inequities in present transportation legislation and forcefully suggested corrective measures, as well as measures to improve our transportation system; and

"Whereas, Legislation was introduced in the 87th Congress to implement the President's recommendations and lengthy hearings held on some features thereof; and

"Whereas, Many of the proposed legislative changes are of substantial value to the public welfare, and do conform with present League policy; and

"Whereas, The proposed legislative changes have resulted in numerous charges and countercharges being made by the various modes of transportation, many of which might tend to undermine or depreciate the general public's confidence in our country's transportation system; and

"Whereas, The battle being waged by the carriers receives greater publicity and outshadows the agreement that exists among carriers and the amount of shipper interest in the legislation; and

"Whereas, The shipping public would suffer a severe loss if the present amount of interest in corrective legislation, and legislation designed to improve our transportation system, is permitted to wane and the present momentum to improve the nation's transportation law is retarded,

"Be It Resolved, That the National Industrial Traffic League, on behalf of shippers generally, instructs the League officers, or its appropriate committee, to arrange a joint meeting of transportation executives actually engaged in the various modes of transportation, with shippers of the League, for the purpose of discussing corrective and improved transportation legislation; and

"That League representatives impress upon carrier executives the vital need for a prompt, amicable solution and the potential dangers of continuing to air their differences in large propaganda campaigns, involving tremendous expenditures of carrier revenues, the financial burden of which must ultimately be borne by shippers in added freight costs; and

"That League representatives' participation shall be directed to the accomplishment of the League's current transportation policies and that any suggested modification thereof, arising from such discussion, shall require approval of the League membership; and

"That the League officers, or its appropriate committee, report back to the League membership the results of their efforts to arrange the aforesaid joint meeting, including in said report the specific positions taken and views expressed by the participating executives representing the various modes of transportation."

›n New Transport Legislation

those exemptions eliminated. It also opposed "outright repeal" of the agricultural and fishery exemption provided by the Act's Section 203 (b) (6), as well as any attempt "to restrict private carrier operators from engaging in transportation of exempt commodities" under that section. It voted, however, to continue study of both bulk and agricultural exemptions and of legislation affecting them.)

As to mergers, the League added to its basic policies the following:

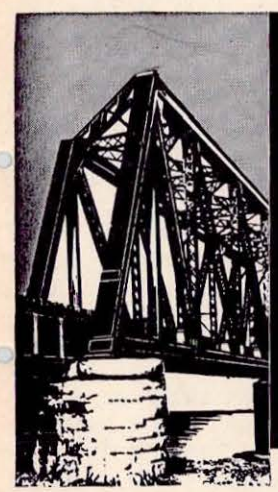
"The goals of carrier regulation and the public interest are best served by the [Interstate Commerce] Commission deciding each application proceeding upon its own merits and the record presented as expeditiously as possible consistent with orderly procedure and, that under only the most compelling circumstances should any decision, particularly relative to merger or control of rail carriers, be delayed on account of the pendency of other similar proceedings involving other carriers."

TOFC number plan favored

The vote on piggyback—taken with special reference to the ICC's current investigation of TOFC, Ex Parte 230—instructed the League's attorneys "to vigorously oppose abandonment of the numbered plan system of piggybacking, and to oppose any rule that will remove the flexibility of any of the plans, including manifest requirements and furnishing of trailers by carrier and mixture rule under Plan III."

In other actions of particular concern to railroads, the League:

- Favored "forceful and energetic support" of legislation approving experimentation in rates, classification and documentation systems, and carriers' actions in those directions.
- Ratified (but with a call for further study of the subject) the action of its officers in supporting President Kennedy's proposal that all carriers be assured "the right to ship vehicles or containers on carriers of other branches of the transportation industry at the same rates available to non-carrier shippers."
- Agreed to support legislation authorizing the ICC to require establishment of through routes and joint rates between various modes of transport.
- Voted to oppose, "as incompatible with League policy," the 2-cent-per-gallon tax proposed in the President's transportation message on fuel used in transportation on inland waterways. (Standing League policy "endorses the principle that users of waterways . . . should pay a reasonable charge," but with the proviso that "each waterway or section thereof be treated separately." It was contravention of the latter clause that led to opposition to the flat levy applicable to all waterways.)
- Withdrew its opposition to a national Census of Transportation, and assumed a position of "not being either for or against such a Census until the time of further developments."
- Left to officers and the appropriate committee "the manner and extent" of League participation in ICC Docket No. 34013, concerning rules to govern the assembling and presentation of cost evidence.
- Recommended inclusion in Parts II and IV of the Interstate Commerce Act, and in portions of the Federal Aviation Act of 1958, "provisions with respect to reparations substantially similar to present provisions in Parts I and III" of the IC Act.
- Opposed any decrease in present free time and increase in demurrage charges at ports on export traffic.
- Directed its Car Demurrage and Storage Committee "to progress diligently all opportunities for improving adoption of incentives rather than penalties for efficient car utilization by the shipping and receiving public." In this same connection, it supported "as an experiment" the Seaboard Air Line's "effort to provide incentive payment for prompt release of cars to be loaded or unloaded." Also, in anticipation of "more and varied proposals involving incentives for prompt release and penalties for delayed release of cars," it agreed to take "no position initially" in such matters "which are an integral part of a specific rate adjustment except in matters involving general concern and/or territory-wide application."
- Went on record against a railroad proposal to establish a charge of $10.75 per car for stopping and holding cars of grain for official inspection.
- Withheld temporarily any recommendation concerning shipper associations.
- Rejected a proposal that all motor vehicles transporting exempt commodities be required to register with federal and state authorities.
- Favored having the ICC continue "as the primary body before which railroads should present their requests for loans," rather than the Department of Commerce.
- Opposed grants to governmental agencies of the right to negotiate special rates on government traffic, unless all shippers are accorded comparable rates on commercial traffic.
- Reaffirmed its policy which would prohibit freight forwarders from acquiring control of underlying carriers.
- Agreed to support legislation seeking repeal of the Inland Waterways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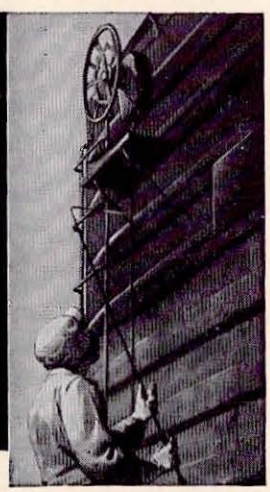
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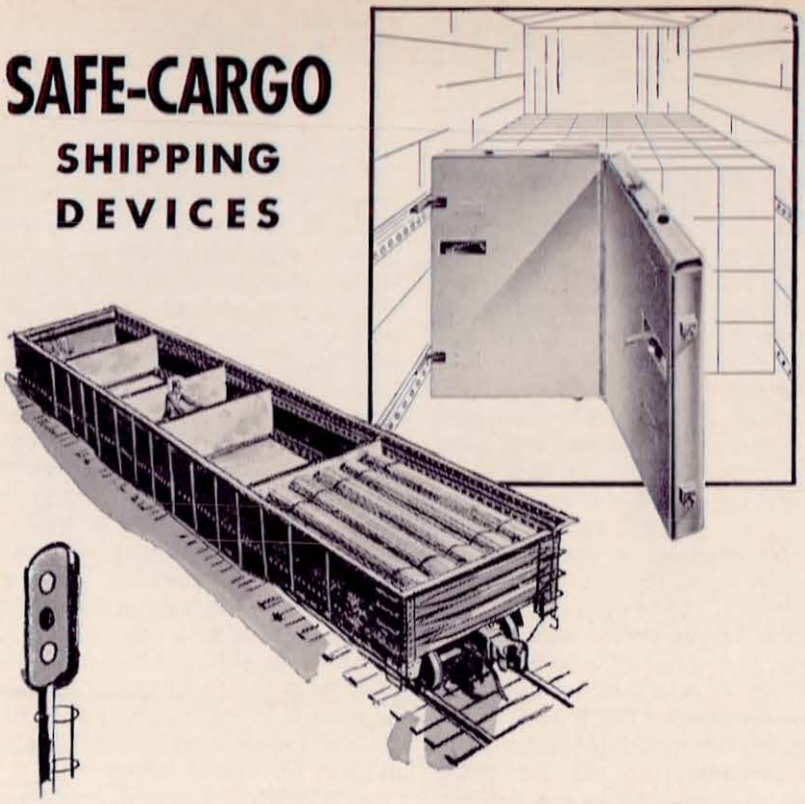

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Corporation Act.

In his opening statement, the League's retiring president, R. M. Boyd (director, traffic and transportation, Pittsburgh Plate Glass Co.), called for "a statesmanlike approach to the changing situation of today."

The NITL is, he said, "the only real voice of the shipper. Each of us has a job to do for his own company. But let's take a broad look—and try to prevail on carrier people, too, to take more than their present narrow viewpoint.

"We are going through a period of adjustment. We have a surplus of transportation. With economy and population not growing uniformly, we may need more transport in some places; less in others. There is danger that regulation may protect the inefficient—and we cannot afford to subsidize inefficiency."

Fred C. Foy, chairman of the Koppers Co., addressing the League's annual luncheon, urged his audience to "get on our individual soapboxes and tell the public what we sincerely feel is needed to keep our economy going. Far too many Americans are blind to the irreplaceable elemental fact that profits are the spark plugs, without which our fabulous economic engine will not turn a wheel. They are wholly or partially ignorant of the essential characteristics of our economic system." Any limitation on profits, he added, would limit how good a company can get—and limit, thus, the wages, products and services it can provide.

Our way of doing business, Mr. Foy predicted, is approaching a crossroads. One fork, he said, could lead to "greater accomplishments under the free enterprise, market-controlled system; the other, to a more centrally directed, government-controlled economy."

The two-day meeting was highlighted by a testimonial dinner for John S. Burchmore, who retired June 1 after having served for 47 years as NITL general counsel. He has been succeeded in that capacity by J. F. Donelan, of Washington, D.C. (RA, May 28, p. 7).

H. O. Mathews, vice president, transportation and distribution, Armour & Co., Chicago, was elected president of the League, to succeed Mr. Boyd. Mr. Mathews, in turn, is followed as vice president, by C. H. Wager, general traffic manager, Shell Oil Co., New York. R. A. Cooke, manager, traffic department, American Newspaper Publishers Association, New York, continues as treasurer, and L. J. Dorr as executive secretary.

Regional vice presidents are J. D. Dawson, C. H. Beard, A. J. Larson, F. L. DeGroat, R. B. Reedy, P. P. Watkins, F. F. Flinchbaugh and W. L. Bush.

YOU OUGHT TO KNOW

Florida East Coast will build a new $1,000,000 passenger terminal between 29th and 36th Streets, off Second Avenue, in Miami, Fla. Construction of the new two-story facility, which will also contain office space, will begin in January and is scheduled to be completed in June 1963. The new terminal will replace a 60-year-old structure in downtown Miami, opening a 12-acre site for possible sale or development. FEC is also seeking bids for construction of a new consolidated freight and passenger terminal in Cocoa, Fla.

A profitable 1962 for Baltimore & Ohio, which lost more than $31,000,000 in 1961, is predicted by the road's president, Jervis Langdon, Jr. B&O's October net of $1,523,201 was its best monthly showing in two years and wiped out a deficit of $1,200,000 recorded in this year's first nine months, Mr. Langdon said.

The 100,000th freight car to be equipped with Timken roller bearings was ordered November 7. The first Timken bearing-equipped freight car went into service in 1923 on the old Wheeling & Lake Erie, now part of the Nickel Plate. Last year Timken sold 15,000 car sets of its "AP" freight-car bearing.

Office of Metropolitan Development has been created in the Housing and Home Finance Agency to coordinate planning on urban problems, including mass transportation. The new office will be headed by Victor Fischer of Anchorage, Alaska, former assistant executive director of the Alaska State Housing Authority.

The ICC is undertaking a formal investigation of a grade crossing accident Nov. 8 at Estaboga, Ala., in which a Southern passenger train and a gasoline tank truck collided, resulting in the death of two trainmen. A public hearing is set for Dec. 10 in Birmingham.

Raliroads won't compromise on principles underlying President Kennedy's transportation program, Harry J. Breithaupt, general attorney of the AAR, told a meeting of the District of Columbia Chapter of the American Society of Traffic and Transportation. At the same meeting, Vice Chairman L. K. Walrath of the ICC expressed the view that some compromise might be worked out to end the controversy over the President's call for an end of minimum-rate regulation as to bulk and agricultural commodities. This proposal, which the railroads regard as the heart of the program, is opposed by truckers and water carriers.

Less emotion and more teamwork will assure a bright future for all modes of transportation in this country, Clarence A. Kelley, chairman of the board of the American Trucking Associations, told a Southern California Transportation Seminar. "When we learn that whining, quarreling and recrimination get us nowhere but that teamwork really pays off, we will be on the way to a far healthier situation than any of us now enjoy," he said. He predicted a growing trend toward partnership between rail transportation and other types of transport. He stated that while truckers reject common ownership, under which the railroads would be allowed to own and operate other forms of transportation, they do favor coordinated service among the independent modes that would provide the necessary service without any dangers to shippers, commodities or carriers.

Dr. K. Philip Rahbany, formerly with the ICC's Bureau of Transportation Economics and Statistics, has joined the economics staff of the Battelle Memorial Institute as a transportation economist. While with the ICC he headed up a major study on cost formulae for rail, motor and water carriers.

Louisville & Nashville will make permanent repairs to replace temporary false work on its Tensas River bridge. The bridge, located on L&N's main line between Mobile and Montgomery, Ala., was damaged by a freight train derailment April 28. Nine 75-foot steel deck girder spans, supported by six concrete-pile piers, will replace three 231-foot steel truss spans. Approximately six months will be required for completion.

A proposed rail transit system for Washington, D. C., has been sharply attacked by Arthur C. Butler, director of the National Highway Users Conference. He's unhappy because the National Capital Transportation Agency wants to spend more ($793 million) on rail transit than was originally contemplated, and less ($826 million) on freeways (RA, Nov. 5, p. 31). "We have reason to believe," says Mr. Butler, "that those who are attempting to upset our highway applecart expect to use Washington as a guinea pig. If they can sell Congress on stopping highway development here, they may be able to get our legislators to stop it in other areas, too."

San Francisco Bay Area Rapid Transit District directors will vote Nov. 29 on approval of the engineering contract for design and construction supervision of the billion-dollar BARTD transit project. If it's approved, the contract will be awarded to the same firms that prepared basic plans for the 75-mile system—Bechtel Corp. and Tudor Engineering Co., both of San Francisco; and Parsons, Brinckerhoff, Quade & Douglas, of New York and San Francisco.

Long-haul truck terminals operated —never too successfully—by the Port of New York Authority may be sold in the wake of a New Jersey Supreme Court decision holding the authority responsible for local taxes on property improvements that have no relation to the purpose for which a facility is operated. The court decision held PNYA liable for taxes on a building located on the authority's Teterboro airport, but rented for commercial purposes.

(Continued on next page)

YOU OUGHT TO KNOW CONTINUED

A good legislative year for the transportation industry is forecast for 1963 by Harold F. Hammond, president of the Transportation Association of America. He said that "most observers agreed that the limitation of time, election-year political considerations and concern with other national issues precluded the 1962 session of Congress from making more major decisions on transport legislation. This means that the new Congress meeting in January of 1963 will be the first in many years to be greeted by a specific and far-ranging legislative program for transportation."

Pennsylvania's offer to exchange one share of its stock for 2⅜ shares of Lehigh Valley has been extended indefinitely. As a result of the offer—originally made last May 25 and scheduled to expire Nov. 26—PRR now owns 82% of LV.

An 800-mile sea voyage made up part of the rail-sea journey of three flat cars carrying a 5,330-kilowatt peaking power plant from Beloit, Wis., to Fairbanks, Alaska. The equipment, manufactured by Fairbanks Morse, was urgently needed in the Alaskan city to beat the onset of winter. Railroads moving the shipment included the Milwaukee Road, Canadian National, and Alaska.

Officers of the National Small Shipments Traffic Conference for next year are: President—H. H. Hardwicke, traffic manager, Larus & Brother Co., Richmond, Va.; first vice president—R. L. Henderson, TM, Simoniz Co., Chicago; second vice president and treasurer—C. D. Smith, director of traffic, American Home Products Corp., New York; secretary—J. P. Haynes, manager, transportation division, Louisville, Ky. Chamber of Commerce; chairman, executive committee—R. J. Tyler, general traffic manager, Girdler divisions, Chemetron Corp., Louisville.

Export-import problems of U.S. industry got a thorough going over recently from William S. Ginn, president of Baldwin-Lima-Hamilton (which makes 25% of its sales overseas and expects stiffer competition from foreign bidders in the U.S. market). Mr. Ginn told the New York Society of Security Analysts that, as a matter of self-protection, he believes his company "must change our posture in respect to foreign markets and foreign producers. We must explore means for participating in the Common Market itself." This might be done, he said, by "licensing foreign companies to build our products for sale overseas, taking a financial interest in foreign companies, establishing foreign subsidiaries, obtaining arrangements for representing foreign builders in the U.S., sub-contracting all or a part of the components for certain of our products to foreign builders, and, perhaps, taking sub-contracts in this country for certain components for our foreign licensees or associates."

Adventurous travellers can once again journey from England to Japan by rail (via the Trans-Siberian) and steamer. The London-to-Yokohama routing appears in the new edition of Cooks Continental Timetable for the first time in 20 years. The 17-day journey costs approximately $442 first class, $364 second class (both prices including an allowance for meals on the train).

Space and rocket scientists took a more leisurely mode of transportation last week when some 200 of them rode a special Chesapeake & Ohio train from Washington to Hot Springs, Va., for a scientific conference. The three-day session, sponsored by the Air Force Electronic Systems Division and the MITRE Corporation, was concerned with the automation of military information systems.

Fines totaling $28,950 were paid in October by 24 railroads for violations of the Safety Appliance, Hours of Service, Signal Inspection, Locomotive Inspection and Explosives and Combustibles acts. Biggest payer, according to the ICC, was Southern Pacific, assessed $7,500.

The $175,000 appropriated by Congress for work on the transportation census during the remainder of the current fiscal year will permit the Commerce Department's Bureau of the Census to get started on this $2,000,000 project. It has been authorized since 1948, but it was only this year that Congress followed through from the authorization to appropriate any money. Planning and preliminary work will be based on the expectation that Congress will appropriate the remainder of the $2,000,000 to complete the project during the next fiscal year, ending June 30, 1964. The whole job contemplates surveys of national travel, commodity transportation, truck inventory and use, and bus and truck carriers.

Urban transit services have declined in the last two decades while the proportion of the population dependent upon transit has been increasing, John C. Kohl, assistant administrator (transportation) of the HHFA, told the Conference on Metropolitan Transportation and Urban Renewal at the University of Southern California, Los Angeles. Since 1940, he said, transit vehicle-miles-operated have decreased by 17% in the face of a 35% increase in population, mostly in urban areas. At present, he added, there are 78 American cities of more than 25,000 population without any local transit services.

REPRINTS

Reprints of articles appearing in this issue are available in minimum quantities of 250. For information on prices, write to George Johnson, Railway Age, 30 Church St., New York 7, N.Y.

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NIT League Emboldened

The National Industrial Traffic League seems to have overcome its disconcerting shyness; and to be taking on its rightful role of leadership in insisting upon rationality in national dealing with transportation problems.

Evidence of the League's increasing vertebral stamina came on Nov. 15, at its annual meeting in Pittsburgh, when a resolution was adopted calling on leading executives of the several modes of transportation to meet with principal League officers, to seek agreement on major controversial issues. The customer is beginning to understand that, after all, he is the boss.

The transportation industry exists to serve the nation—not vice versa. To hear some of the waterway and truck people talk, you would suppose that the nation's primary duty in dealing with transportation should be to prevent railroads from underpricing the other modes. As a matter of fact, this absurdity has been the central purpose and effect of present governmental policies toward transportation. These policies have raised barge and truck ton-mileage three-fold from 1947 to 1961. They have not only denied railroads any share in the nation's sharply increased transportation load—but have actually taken away from railroads 92 billion of the 665 billion ton-miles that they hauled in 1947.

There is no reason in economics why ton-mileage by rail in the past 15 years should not have increased at least as much as by other modes. The unequal sharing of the nation's increased tonnage has resulted entirely from grossly unequal political treatment, which has restricted railroads more and more; while it has spread an ever richer manure of federal subsidies over the already bountiful crop of barge and truck ton-miles.

The nation's leading shippers know what is going on—and how utterly contrary it is to their interest in economical transportation service and to railroad solvency. That is undoubtedly the reason why the National Industrial Traffic League at its Pittsburgh meeting reiterated its support of the Kennedy Administration's bills before Congress, which would remove the power of minimum rate regulation by the ICC from agricultural and bulk commodities (which are already free of rate regulation when they move by truck or barge). In such removal of rate regulation from these commodities, the League would keep intact the rules of the Bulwinkle Act. That is, in making rates on bulk and agricultural commodities, railroads would continue to have the same right they now have to confer with each other and with shippers, before revising their rates.

The alternative to the Kennedy bills that barge and truck operators have proposed—in their effort to prevent the principles of free competitive enterprise from superseding the ICC's present lopsided price-fixing cartel—is to extend ICC regulation to unregulated transportation. NIT League members, not being naive amateurs, have rejected this proposal. The League wants more freedom—not more regimentation.

The League also opposes delaying tactics on railway mergers—such as the proposal to hold up any mergers until plans are forthcoming which would embrace all the railroads in a region. In short, the League wants to witness some actual mergers—not merely endlessly drawn-out hearings, barren of concrete results.

Hope deferred maketh the heart sick. If Americans do not have pains in the heart (as well as elsewhere) at the snail-like progress that mergers have made since they became a national goal over 42 years ago—then we are indeed a hardy race of people. The NIT League wants action.

The League is wary, too, of any plan to change the present "numbered plans" (i.e., Plans 1-5) of piggyback service. It wants no diminution of "present flexibility" of this service. Amen and amen.

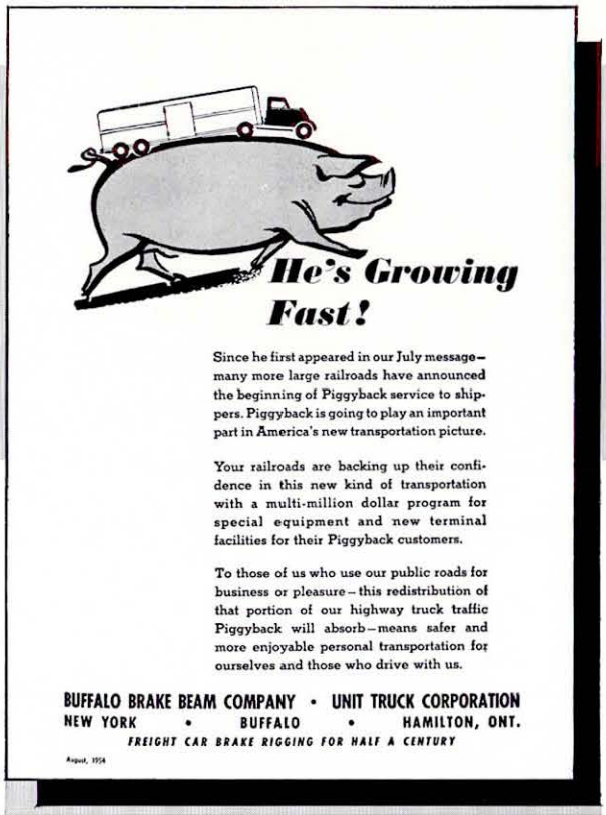
As for "user charges" on inland waterway traffic, the League has reaffirmed its support of these charges "in principle." It does not, however, like the Administration's plan for a fuel tax, which would fall on all such traffic alike. It would prefer, instead, that charges vary for different sections of the waterway system, depending on the relative cost of facilities provided. From an economic standpoint, it would be difficult to criticize the approach to waterway financing the League favors.

Highways and Rivers Are Utilities

As a matter of fact, this method of charging should also be extended to the long-haul highways. Such highways, and the inland waterways, and the fixed installations for air transportation—all of them are, in fact, public utility enterprises. They should be dealt with as such—required to finance themselves out of their own earnings, and subjected to the same taxation as other utilities.

In its approach to national questions of transportation policy, the League has done a lot of straight thinking. It gives evidence of becoming more insistent in advancing its program. May it go forward resolutely—not hesitating to call a spade a spade, nor fearing to point out by name the scalawags who will attempt to derail its train of progress!

"Railway Freight Traffic" magazine
August 1954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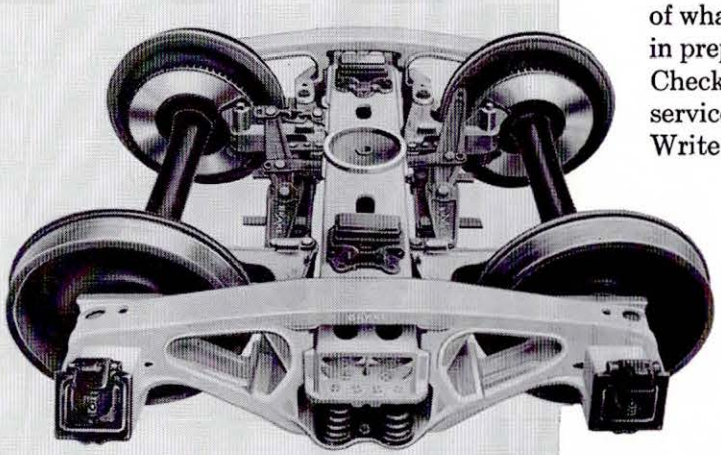

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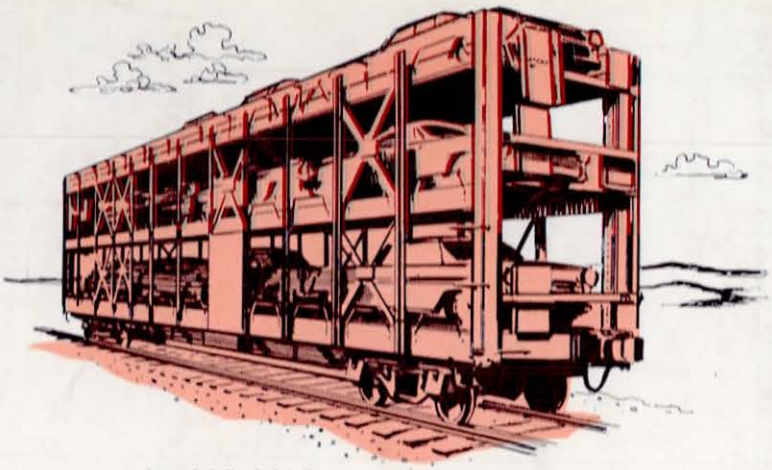

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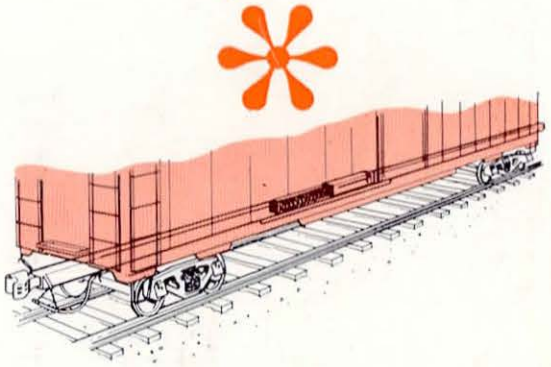

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